Weather
Fine weather today. The maximum temperature yesterday was 83.3 and the minimum 55.0, the figures for the corresponding day last year being 75.0 and 63.9.

The China Press
大陸報

Today's paper consists of 38 pages in three sections

O. 2493 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 己未年八月二十六日 SHANGHAI, SUNDAY, OCTOBER 19, 1919 大正四年 第三種郵便物認可 20 CENTS

51 SECRET TREATIES WITH JAPAN, ASSERTS TANG SHAO-YI

BID ALLIES MADE FOR GERMAN AID STARTLES LONDON

Announcement From Paris Clears Up Berlin's 'Mystery Reports'

AIMED AT RUSSIA

Co-operation Of Teutons Against Soviet Rule Is Thing Asked

COUNCIL AT WORK

Preparations Being Made To Call First Meeting Of League Of Nations

(Reuter's Service)

London, October 15.—Reuter's Agency learns that the Allies, on behalf of the Peace Conference, have sent a note to the German Government inviting its co-operation in certain coercive measures against Soviet Russia.

This undetailed statement partially elucidates what has been widely derided as the mystery reports from Berlin announcing the receipt of an Allied note inviting participation in the blockade of Soviet Russia, which hitherto has been regarded as well-nigh incredible.

The Times before the above confirmation of the report had been received emphasised the point that such an Allied note would be a triumph for German policy beyond the dreams of the most presumptuous German statesmen, as giving Germany who has consistently fostered and exploited Bolshevism effective means of reaping the immense political and economic advantages for which she has plotted.

Paris Confirms Report

Paris, October 15.—The Supreme Council sent on October 9 a note to Germany and certain neutrals asking for their collaboration in ensuring the blockade of Soviet Russia. The Council decided not to publish the note until replies had been received.

The Foreign Affairs Committee of the German National Assembly met on October 14 and considered the nature of the reply to be sent to the Entente.

The Secretariat of the Peace Conference has already received replies from several Neutral Powers.

League To Be Called

Paris, October 15.—Although three great powers have ratified the peace treaty, the latter will not become operative until the representatives of the ratifying powers sign a *proces verbal* establishing that the ratification has been deposited. This brief ceremony will take place at the Quai D'Orsay soon, after which the League of Nations will become a *fait accompli* and the Reparations Commission will be immediately constituted to determine German indemnities, dates of payment etc.

Americans Against Hurried Settlement With Hungary

(Reuter's Pacific Service)

Peking, October 16.—American Wireless from Lyons—The Supreme Council today has virtually given over all matters growing out of the German Treaty, many details of which automatically will be passed on to a permanent commission and thus relieve the Conference of this trouble.

Efforts in some quarters to hurry up a settlement with Hungary are opposed by the Americans, who on a suggestion, which it is understood emanated from the British to send a note of enquiry regarding the stability of the present Hungarian Government, took the view that it was unwise to send further notes to Hungary until there is somebody there more capable to deal with than Friedrich. The fact is that the Hungarian Treaty has been ready for several weeks and the Americans say that all that is necessary now is to find some one to represents the Hungarian people with whom the Conference can deal.

The Conference is marking time with reference to General von der Goltz, but unless the German Government takes more determined steps within the next few days to carry out the withdrawal of the German troops from the Baltic Provinces and to stop supplies to them, it is regarded as certain that more drastic action than has already been taken will be applied by the Conference.

Letts Holding Riga While Loyalists Are Advancing On Moscow And Petrograa

Germans Using Poison Gas In Continuing Attack On Baltic Port---Denikin Nearer Soviet Capital-Bolshevists Lose On All Sides

(Reuter's Service)

Copenhagen, October 14.—A Lettish communique of the 13th instant states:

German attacks against Riga continue, the enemy using poison gas and trench mortars. The situation has changed but little. The river quays and harbor have been very severely damaged. There have been many casualties among civilians.

Drives Sweeping On

London, October 15.—Severe fighting continues both on the Petrograd and Moscow fronts.

General Denikin's rapid advance in the neighborhood of Orel has thrown the Bolshevists at Moscow into a panic.

The Letts are apparently still holding out at Riga, defying Colonel Bermondt who now styles himself Prince Avaloff.

But the most sensational development is the break-through in the direction of Petrograd of General Yudenitch's Northwest Russian army. A Bolshevist communique reports him as 25 miles west of Gatchina, otherwise only 10 miles from Petrograd and, according to a Helsingfors despatch, General Yudenitch expects to enter the capital within three weeks and overthrow Bolshevist rule this Autumn.

Meanwhile the Esthonians advancing from Narva have reached Moloskovitshi halfway between Yamburg and Gatchina.

Capture Of Yamburg

According to a despatch from Reval dated October 13, General Yudenitch's offensive opened with the capture of Yamburg last week. His advanceguard under General Glasenapp took Volossova, 40 miles further east on October 12, reaching the most advanced point of the June offensive and recapturing a thousand prisoners, an armored train and the staff of an artillery brigade.

At the same time General Yudenitch is striking successfully against the Bolshevists' main communications to the south. He is close to Luga and is reported to have recaptured Pskoff after advancing fifteen miles in twenty-four hours.

The despatch says that the offensive continues amid a wave of patriotic enthusiasm on a front of 100 miles and that the Bolshevists are everywhere panic-stricken.

A British destroyer has brought six German merchantmen to Reval within the last two days.

Grain Center Is Taken

London, October 15.—General Denikin reports that in the direction of Tula on October 13, after many days' fierce fighting, he captured Orel, which is a great center of the grain trade. The enemy was flung back to the north. Several thousand prisoners, two batteries and an enormous quantity of military booty were captured.

Reuter's Agency learns that the Bolshevists have mobilised the population for the defense of Tula. The rapidity of General Denikin's operations has greatly alarmed the Soviet press. All former landowners and civil officials in Petrograd and Moscow are being registered, and precautions against air raids are being taken.

A plot is reported to have been discovered implicating eight hundred officers to seize the wireless station at Moscow, announce the fall of the Soviet Government and organise an armed insurrection.

The troops of General von der Goltz realising that their occupation of Northern Lithuania is coming to an end are indulging in abominable outrages.

Upon the refusal of the Lithuanians to surrender their barracks at Chavli, the Germans invaded the gymnasium and attacked with the utmost severity children and teachers with sabers and muskets, throwing them down the stairways and out of the windows. Forty were severely injured.

Bolshevists Preparing To Defend Moscow

(Reuter's Pacific Service)

Omsk, October 16.—According to an intercepted Bolshevist wireless message, the Bolsheviki are making preparations for the defense of Moscow.

With reference to the loss of Tchernigov by the Reds, Trotsky declared that want of discipline in the Red army and the refusal to obey orders were the causes of the loss of the town.

In consequence of the recent uprising against Bolshevist rule in

(Continued on Page 4)

-:- Monopolising The Quilts -:-

SOUTH'S DELEGATE SAYS WANG HASN'T GOT ALL OF THEM

Also Declares They've Been Contracted By Peking In 48 Months

CRISIS IS SHARPER

Northern Delegate Says Treaties He Has Are Under 14 Headings

NO PUBLICITY YET

Still Awaiting Word From The South; Sensational Disclosures

Mr. Tang Shao-yi yesterday declared that Peking has concluded 51 secret treaties with Japan in 48 months and expressed the belief that Mr. Wang Yi-tang has not received copies of all of them for publication. Mr. Wang told THE CHINA PRESS that he had in his possession copies of all treaties but would not give the number. They are listed under 14 different subjects, he said.

Mr. Wang reiterated that all are to be published. He has not yet decided how and when this is to be done but assured reporters that a decision would be reached at a meeting of the Northern delegates. This meeting was to have been held yesterday. It probably will take place tomorrow morning.

Delegates Not Received

Mr. Tang Shao-yi during the day refused to see four members of the Northern delegation who went to his residence on Range Road after he had written Mr. Wang Ko-ming that they would not be received. The delegates were sent by Mr. Wang Yi-tang to get suggestions as to the method of publication of the secret treaties and loan agreements.

Mr. Wang told THE CHINA PRESS last night that Mr. Tang's demand was for the publication of the treaties—that the head of the Southern delegation did not specify that they were to be released by the foreign offices at Peking and Tokio.

Mr. Wang still hopes for a decision from Mr. Tang. He insists that the demand for publication originated with the head of the Southern delegation and that he must decide how they are to be disclosed.

Mr. Tang said, "I am only one of the 400,000,000; there is a foreign office at Peking, another at Tokio."

Is Told Tang's Attitude

Representatives of this newspaper told Mr. Wang of Mr. Tang's attitude—that the latter was standing pat on demands made in May, that he was under orders from the Military Government at Canton not to discuss peace matters with Wang Yi-tang and that there was no hope of negotiating with Mr. Tang.

"None of this has come officially from Mr. Tang," replied Mr. Wang.

Mr. Wang refused to comment on his next move. He insisted that he must consult with his delegation.

"But you have plenipotentiary power; whatever you suggest must be acceptable to your associate delegates; what do you propose to do?" queried the reporter.

"I have not decided," said Mr. Wang.

"What are you going to suggest?"

"I haven't thought about it."

The reporters rehearsed Mr. Tang's statements printed in THE CHINA PRESS yesterday.

"He has stated that Peking and Tokio must publish and cancel these treaties. He will not suggest a plan for publishing them," the reporters said.

Mr. Wang replied, "I must wait for suggestions from Mr. Tang. Mr. Tang represents the Southern Government, I am the representative of the Northern Government. It is not for Mr. Tang to command me to do this or that. It is for him to make suggestions to me and confer with me to decide how the treaties are to be published."

"But Mr. Tang will not."

"You say so, but I have not heard this from Mr. Tang."

"You will not hear from him because he has instructions from Canton not to negotiate with you."

"Nothing of this has come to me officially. I certainly can not take your words as final."

Will Publish Treaties, He Says

"Will you publish these treaties?"

LEGISLATION IN U.S. AIMED AT RAIL STRIKE

Recommendation Along This Line Made By Interstate Commerce Committee

(Reuter's Service)

Washington, October 15.—The Interstate Commerce Committee has recommended legislation penalising railway strikes.

Italian Minister Offers New Proposal Dealing With Fiume

Independent State Including Idria And Adelsberg Under League Contemplated

(Reuter's Service)

Rome, October 14.—Signor Tittoni, the Italian Foreign Minister, has forwarded to the Peace Conference a new proposal suggesting the constitution of an independent State of Fiume comprising Idria and Adelsberg under the protection of the League of Nations but assigning to Italy the district of Volosca thereby insuring territorial continuity between Italy and Fiume. Fiume would thus form a buffer state between Italy and Jugo-Slavia.

It is asserted that the scheme has been approved by the National Council of Fiume.

London Iron Founders To Reject Proposals

(Reuter's Service)

London, October 15.—The Iron-founders Societies have recommended their members to reject the proposed terms for a settlement.

POINCARE WILL VISIT ENGLAND IN NOVEMBER

He And Madame Poincare Will Be Guests Of King At Buckingham Palace

(Reuter's Service)

London, October 15.—The visit of President Poincare to England which was postponed owing to the railway strike, has now been fixed for November 7. The President accompanied by Madame Poincare will be the guests of His Majesty and stay at Buckingham Palace. The French Minister for Foreign Affairs, M. Stephen Pichon, will be included in the party.

Their Majesties will meet President Poincare at Victoria Station and drive with him to the palace. A state banquet and reception will be given in the evening. The President will lunch at Guildhall on November 11 and will later entertain His Majesty at a banquet at the French Embassy.

He will proceed to Glasgow on November 12 where he will be installed as Lord Rector of the University, and return to France on November 14.

Marseilles Strike Is Being Adjusted

(Reuter's Service)

Marseilles, October 14.—The strike of officers and engineers of tugboat companies has been settled and work is being resumed, immediately.

MAILS FROM AMERICA

The American post office is preparing for a rush of business Monday with two mails arriving from America, on the Empress of Russia and the Empress of Japan.

Waterfront Strike In New York Ended

Longshoremen Vote To Return To Work And Other Unions Accept Terms Offered

(Reuter's Service)

New York, October 15.—The backbone of the harbor strike has been broken. The Longshoremen have voted in favor of a resumption of work and the other strikers have accepted the terms offered.

GERMAN INQUIRY OPENS TO FIX BLAME FOR WAR

Believed Bethmann-Hollweg, Ludendorff And Bernstorff Will Be Called

(Reuter's Service)

London, October 15.—According to telegrams from Berlin a German Parliamentary Commission, presided over by Doctor Sinsheimer, is sitting to inquire who are those who were responsible for the war. It is expected that Ludendorff, Bernstorff and Bethmann-Hollweg will be called.

Vorwaerts says: "Those guilty made history pitilessly for millions. Now history will pass sentence pitilessly for individuals."

Canton Buying Arms From Japan Reported

(Reuter's Pacific Service)

Peking, October 18.—It is reported that the Southerners have arranged a contract to secure large quantities of arms and ammunition from the Japanese.

LEGATION DENIES REPORT

(Reuter's Pacific Service)

Peking, October 18.—The Russian Legation formally denies the report that the question of a change of currency on the Chinese Eastern Railway is being negotiated between the Legation and the Waichiaopu. The authorities of the Chinese Eastern Railway do not contemplate such a step.

Marshall May Assume Duties Of President

Profound Impression Is Created In Europe By Reports Of Wilson's Serious Illness

(Reuter's Pacific Service)

Peking, October 16.—American Wireless from Lyons.—It is rumored that President Wilson's illness will probably incapacitate him for a long time and necessitate the assumption by Vice-President Marshall of the Presidential duties. This report made a profound impression in diplomatic circles in Paris; and the French press and people express sympathy with the President and his family and hope for his ultimate recovery.

The rumor that President Wilson's illness is more serious than has been intimated has been current in Paris for several days and has led to many interesting speculations about Mr. Wilson's successor and who will really guide the Democratic ship of state during his absence.

Cable For Information

The American Delegation has received but little official information about the President's condition and has been forced to depend upon press reports. The Mission has cabled to Washington for exact information concerning the President's condition and it is believed that coupled with the cable was an inquiry as to who was acting as Chief Executive under the present situation.

Colonel House's quick return to Washington after coming to Paris with all his baggage has caused the report that Colonel House will really be the guiding hand in the Washington Government because of his intimate knowledge of Conference affairs and his personal connection with the President.

Reaction In Europe

It is generally admitted that the President's illness has caused a pessimistic feeling in many European countries and that the League of Nations needs the enthusiastic leadership of Mr. Wilson to ensure its existence. A further postponement of the first meeting of the League, set for January 15, is probable, because it was hoped that through Mr. Wilson the world's leading statesmen will be induced to attend the meeting. Interest is of course very keen in the President's condition and it would not be surprising to many if the announcement is soon received of Mr. Marshall becoming Acting President.

Lloyds' Register Issues Ship Report

Considerable Increase Seen In Amount Of Tonnage Under Construction

(Reuter's Service)

London, October 15.—Lloyds' register states that 2,800,000 tons of merchant shipping were in course of construction in the United Kingdom on September 30, being an increase of 293,000 tons as compared with June 30.

A feature is the increase in the number of bigger ships which are being built. 5,230,000 tons are being built abroad, of which 2,584,000 are under Lloyds' register.

Statement Deals With Wemyss Resignation

(Reuter's Service)

London, October 15.—The Admiralty announces that Admiral Sir Rosslyn Wemyss is resigning neither for reasons of health nor because he is taking up any other appointment but that he has accepted the post of First Sea Lord solely because he asked to undertake it during the war and the now the navy is returning to peace conditions he feels at liberty to resign.

London Sugar Ration Is Fixed At 8 Ounces

Measure Is Taken To Prevent Rise In Price Due To World Shortage

(Reuter's Service)

London, October 15.—The weekly ration of sugar has been fixed at eight ounces. The world's supplies of sugar are so short that the strictest rationing is essential to prevent further rise in price.

Queen Of Holland Not Going To Java

(Reuter's Service)

London, October 15.—Further enquiries in Amsterdam show that the alleged official statement regarding the Queen of Holland's impending state visit to the Dutch East Indies is not authorised. No definite statement on the subject so far has been obtainable.

Von Der Goltz Is Out Reported From Berlin

Said To Have Resigned From Army As Result Of Latest Note From Paris

(Reuter's Service)

Berlin, October 14.—According to the Deutsche Tageseitung General von der Goltz has resigned from the army as a result of the atest Entente note.

Peking To Announce Paris Appointments

(Reuter's Pacific Service)

Peking, October 18.—It is understood that the Government contemplates appointing Cheng Lu Minister at Paris on the arrival of Lu Cheng-hsiang.

In addition to Hsuh Sin-lu the Government has appointed Kou Ho-fan and Hu Ming-yu members of the Boxer Indemnity Commission at Paris. The latter are officials of the Ministries of Finance and Communications respectively.

"Yes," asserted the chief Northern delegate.

"How?"

"After the manner designated by Mr. Tang."

"If he refuses?"

Then Mr. Wang surprised the newspaper men by asking for suggestions as to the method of publication. He professed a sincere desire to have them published but was at a loss to decide how. He was waiting for Mr. Tang.

"I can assure you that they will all be published in due course," said Mr. Wang.

"How many treaties are there?" asked the newspaper men.

"They are classified under 14 headings."

"Then you have only 14 agreements and treaties?"

"No, there are more; several of them may come under one heading."

Mr. Wang did not feel free to give out the list of the subjects.

Delegates Call on Tang

Four Northern delegates called on Mr. Tang Shao-yi yesterday morning at his residence, 128 Range Road. Messrs. Wang Ko-ming, Li Kuo-chen, Fang Chu and Wang Yu-ling met at the former German Club shortly after ten o'clock and motored to Mr. Tang's house. Mr. Tang refused to see them.

He told the reporters that there was no reason for him to see the Northern representatives. Twelve hours before he had answered Mr. Wang Yi-tang's letter in which the latter asked an interview for his representatives to discuss "important business."

In the reply, which was not addressed to Mr. Wang Yi-tang, but to Mr. Wang Ko-ming, Mr. Tang wrote: "As your communication did not specifically state the nature of the important matter to be discussed, I can not officially receive the Northern representatives."

When the representatives of the North called, Mr. Tang was discussing the communication with friends who were in the house at the time.

"I could not see them," he said.

Mr. Tang Shao-yi's Seal Returned To Shanghai

Mr. Frank Lee, who is instructed by the Military Government at Canton to return Mr. Tang Shao-yi's seal, arrived in Shanghai yesterday and will call on Mr. Tang today. He bears a letter, signed by Southern leaders, urging Mr. Tang to remain at the head of the Southern delegation.

Mr. Tang sees no necessity in remaining at the head of the peace delegation when there is little hope of resuming the conference, he said.

A press bureau is to be established by Mr. Wang Yi-tang at Hardoon's Garden and he plans to see newspaper men daily, Mr. S. T. Tsao, his secretary, announced yesterday.

TIBET IS DISCUSSED AT PEKING MEETING

Decision Of Society China Should Follow Policy Of Compromise

(From Our Own Correspondent)

Peking, October 15.—The Society for the Study of Tibetan Affairs met yesterday at the Foreign Office under the presidency of Acting Minister for Foreign Affairs Chen Lu to discuss China's policy in further negotiations with Great Britain as regards Tibet. The main point taken up was Tuchun Hsiung Ko-wu's protest against the reported British claim that Teh Ke and Chang Tu be cut off from Szechuen and included in Tibetan territory. Messages from Hsiung Ko-wu, Chen Hsia-lin and other Government officials and investigators on this and other subjects related to the Tibetan situation were laid before the meeting.

After some discussion the committee decided that China should adopt a policy of compromise as far as the British and Tibetan claims were concerned and that the Government should propose that the demarcation of the Sino-Tibetan boundary provide that all districts to the east of Teh Ke, Kan Mi, Pa Tang and Li Tang shall be included in the jurisdiction of Szechuen Province. It is understood that this proposal will be submitted to the British Minister at the next Sino-British conference in connection with the affairs of Tibet.

CHEFOO CONSUL LEAVING

American Consul Lester Maynard and wife are stopping at the Astor House, awaiting a ship that will take them to Alexandria, Egypt, their new station. Mr. Maynard has been the consul at Chefoo for the past three years, and before that held stations in Manchuria, Siberia, Borneo and other places. He is a former newspaper man in the East, having been correspondent on the Russian side during the Russo-Japanese war. His successor at Chefoo is Mr. Stuart K. Lupton, until recently consul at Bombay.

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Two Operas Yesterday, And Two More Today, By Russian Company

At the left M. Preobrajensky and Mme. Magsky in Boris Gaudonov; center, Mlle. Ostpova; right M. Hohloff in Boris Goudonov.

'Lakme' And 'Tosca' Are Produced; Large Saturday Night Crowd Pleased

For many excellent opera companies to attempt two works within a space of nine hours or so would be to court disaster or else a lowering of standard in at least one of them. A series of accidents however, has enabled Shanghai to hear the present company, composed nearly entirely of principal players; a rare turn of fortune indeed.

For the writer attempting notices of two operas in a day, there is likely to be some truth in the saying of an eminent divine, "he who preaches twice babbles once." There is nothing of this danger with the Russian Company. Delibes "Lakme" calls for nicety and charm, and "Tosca" for such piling of effects musical and dramatic that few would expect any one company to supply such exactions.

Any readers who have not yet formed an estimate of the visitors' quality could not be reached by any wordy laudation of yesterday's two performances—a task gladly to be resigned in the small hours. It remains only to mention briefly the casts, for grasp of operatic situations of every shade is the great feature of the company.

Charming as is "Lakme," conducted by Mr. Furst, the audience, a smaller one than the regular evening attendances, showed its enjoyment in unmistakable fashion.

The name-part by Miss Kazanskaya was immensely effective. The vocal wonders of the beautiful second act were amazing for truth and quality. This lady as Gounod's Marguerite on Thursday taught us to expect the most charming singing from her. She was brilliantly supported by Mr. Chernenko as Gerald, and Mr. Margsky as father to "Lakme" was admirably suited as to power. "Lakme's" companion and "Frederick" were sung respectively by Miss Sasonzova and Mr. Gorlenko, both of whom are now favorites. An admirable production.

Puccini's "Tosca" is the first of the modern post-Wagner operas presented here. It is familiar to Shanghai, and the full house had a splendid opportunity to renew its appreciation, which was seized by the audience with great enthusiasm. The three principal characters had perfectly conceived readings of the highly-flavored situation. The pitch of excitement in Act II, amounting in the play itself almost to hysterical heights, was sustained by the superb pair, Miss Guseva (Tosca) and Mr. Hochloff (Scarpia).

Mr. Preobragensky, as Cavaradossi, has now given three great tenor parts. As pleasing as ever in manner and vocally satisfying, the fourth act, when the opera ascends from excitement to real tragedy, was splendid. Angelotti (Mr. Tulchinoff), Mr. Ardatoff as the gaoler, and the minor parts of sacristan, and Scarpia's agent were excellently filled, although their names are not given in the program.

Mr. Vasilieff conducted what must have been a memorable evening to many.

I hear that Mr. Danilov, who has been ill, is to appear today for the first time here.

Pique Dame Tonight

Pique Dame or "The Queen of Spades" is the opera being presented by the Russian Opera Co. at the Olympic Theater tonight. It has 3 acts, and is by Peter Tschaikowsky, the text being taken from Pushkin's novel.

The story of "Pique Dame" is a melodramatic one, full of superstition and tragedy. The Queen of Spades is an elderly countess who possesses the secret of the three fateful cards which bring luck at the gaming table. Her grand-daughter Lisa, betrothed to Prince Leletski, is deeply in love with Hermann, a young officer, who is seeking a way to make a fortune that he may marry the young girl. Lisa gives her lover the key to her grandmother's rooms, where he goes at night in an effort to extract from the old Countess the secret of the three cards.

The next scene shows Hermann in his barrack room. As the funeral of the Countess passes the barracks, a gust of wind blows the window open and the ghost of the Queen of Spades appears, declaring "your fate is sealed." "These are the cards—ace, seven, three." She vanishes and the officer goes out to meet Lisa, who is waiting for him on the banks of the Neva. The young girl fails in her effort to prevent Hermann from carrying out his determination to go to the gambling house, and as he leaves her she throws herself into the Neva.

In the last act Hermann is gambling madly with the Prince. He has won on the first two cards, but when the third card, the queen of spades turns up, he loses all. The specter of the countess appears, and Hermann, imagining she has come for his life, stabs himself.

Faust will be repeated at today's matinee at the Olympic.

R. B. Hurry.

AMERICAN CONSULATE NOW IN NEW QUARTERS

Offices Now In North End Of Building; More Changes Will Be Made

After the closing hour Saturday noon the U. S. Consulate-General on Whangpoo Road moved into new quarters, also on Whangpoo Road, but at the other end of the block of U. S. Government buildings. It is now situated above the new American Post Office.

The premises just vacated will be entirely made over for residential uses of the new Consul-General, Mr. Edwin S. Cunningham and other chief officials.

The new offices housing the American Government officials show a marked improvement over the old. Brass railings and brass guards on the steps of the main stairway give an air of permanence and stability and the terrazzo floors and wainscoting of the halls and main reception room heighten the effect. Freshly plastered walls tinted a light cream shade also suggest newness.

Space in the new rooms is much better utilised than before. The hallway divides in two directions, with the shipping office and Consul-General's private offices in the right corridor and the waiting room, passport office and land office on the left. All public business under the new arrangement may be transacted over counters without the visitors and employees interfering with one another's movements.

Practically all of the consular business will be cared for on the one floor. Only the file room with quarters for the U. S. Commercial attache when he is in the city have been placed on the third floor. Even private space for the aged compradore has been provided. Mr. S. D. Wang, who has been with the American Government for 41 years and is reputed to be the oldest employe in the American Consular Service in the Far East is to have a small room at the rear of the offices.

The Consul-General's own quarters are the most limited, but it is planned to remove his private office to the ground floor of the old building as soon as that is available.

Preparations are now nearly ready for re-arranging the driveways and open spaces in the American Government group of buildings. The present short stub of Whangpoo Road that led to the recent site of the Consular offices will be closed and in its place will be a flower garden. The small buildings in front of the U. S. Court building will be razed together with all of the old walls and unnecessary fences and a new entrance will be made with an ornamental iron gateway.

Anking Batang Canton Changchow Changsha Changteho Chenchow Chunking Chefoo Chentow Chinkiang Chungfu Chao Hsien Chaling Chengtu Chungting Changli Chow Kia Kow Daitatie Foochow Hinghwa Haichow Hangchow Hwanghsien Hankow Huchow Harbin Hofei Honan Hsuchow Hengchow Hwaianfu Hungtung Juchow Juning Kwangchow Kwaikingfu Kachek Kerming Kweichow Kashing Kiaochow Kiangyin Kaifeng Kuling Kioshan

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Kiuhwa Kwanghsien Kienning Liaochow

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Miyang Nanking Nantungchow Nanchang

Peking Pakhoi Pootung Pukow

Suining She Ki Chen Shenchow Shaowu Shaohsing Sheklung Sungkiang Sienyu Santai Suifu Singeh Sichwan Taianfu Taifen Tsingkiangpu Tehchow Tientsin Tungchow Tungjen Tatung Taikuhsien Tsinan Tsing-Shih Tsining Tsingtan Wuhu Wenchow Wanchih Wuchang Woosung Wuchow Wei-hai-wei Weihsien Wusih Yuhsien Yu Yao Yenping Yangchow Yeningkong Yochow Yenchang Yunchun Yengchen Yengchow Yuchow Yuengkong

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10.—Interest at 4 percent is paid on 12 months fixed deposits in gold.
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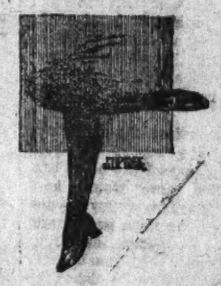

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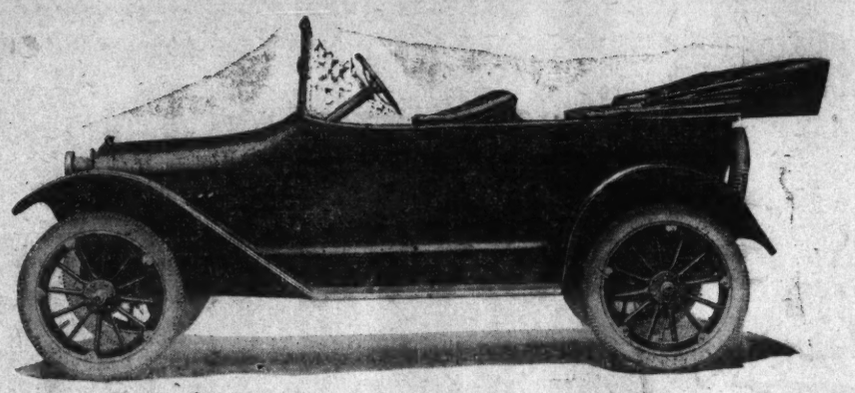

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St. John's University Items

Dr. Walter G. H. Pott, third son of Dr. F. L. Hawks Pott, together with his wife arrived October 12 from America on the Monteagle. Dr. Walter Pott is staying at St. John's for a few days preparatory to going to Wusih where he will be connected with St. Andrew's Hospital. Dr. Pott was recently discharged from the U. S. Army in the medical corps of which he served for nearly two years as a First Lieutenant and later as a captain. He was in service in France.

* * *

Mr. H. D. Holt, B.D. (Yale), M.A., of Norfolk, Va., returned by the same ship to Shanghai after an absence of four years. When in Shanghai before Mr. Holt was a master at Medhurst College and comes to St. John's as an instructor in history and literature after completing his graduate studies at Columbia University, New York.

* * *

With Prof. W. S. A. Pott acting as the resident coach, the St. John's football season for the year was started last Monday, October 13. The large number of students, both old and new, who come out for regular practice every afternoon after four is encouraging. Several teams have been formed, and everything is under excellent management. With the first string in good shape by the addition of some new members, the prospect for the coming season is exceedingly bright, and we will be sure of another series of St. John's-Nanyang games for the Commercial Press "movies," luck alone is not the only dominant factor in determining one's merit in the field of athletics.

* * *

The September issue of the St. John's Echo has just made its appearance. Owing to the last Students' Strike, the present number, unlike its previous issues, does not give us an account of the proceedings connected with the close of the academic year. However, it contains articles of tremendous interest upon present day problems in China. The article on "Afforesting China's Bare Hills" explains to us how important the problem of afforestation is to China at present. "The Student, the Hope of China," tells us what part the students should play in the development of their country. An excellent account of the St. John's Students' Summer Free School can also be found in the issue. The number is well illustrated by having as the frontispiece a picture of the new Echo Board.

* * *

Next Saturday night, there will take place in Martyrs' Memorial Hall, Chinese Y.M.C.A., the final English debate for the Inter-collegiate championship. The contest should have been held last Spring, had it not been prevented by the general strike. The subject to be debated is: "Resolved, That China, when she has tariff autonomy should adopt a protective tariff."

Nanking and St. John's, the two winning teams in the preliminary debates, will debate the affirmative and the negative sides respectively. No admission fee will be charged and it will be open to the Shanghai public. The debate will start at eight o'clock.

* * *

Profs. C. F. Remer and H. F. MacNair of St. John's are editing a new educational department in Millard's Review, entitled "Outline for the Study of History, Finance, Commerce and Geography." The outline, is based upon the review for every preceeding week. Although primarily intended for the use of middle schools and colleges, the new department will no doubt be of extreme interest to all those who desire to have a keen touch with the study of current history in the Far East.

STREET UNIONS TO MEET

An organisation meeting of the Street Unions in Shanghai will be held at the Chinese Chamber of Commerce a week from today. The election of officers will take place Saturday at the same place. A program committee has been elected to prepare for the calling of the meeting and Wang Chia-yin, head of the Nanking Road Street Union, is elected chairman of the committee.

News Brevities

Mr. and Mrs. Carroll P. Lunt of Peking are in Shanghai, staying at the home of Captain W. H. Lunt, 92 Yu Yuen Road. Mr. Carroll P. Lunt is down here on a brief business trip.

* * *

The first meeting of the season for the Church of England Men's Society will be held Tuesday evening at nine o'clock in the church house.

* * *

Offices in Hankow will be opened by the Asia Trading Company, soon according to announcement of the local office.

* * *

The new commander-in-chief of the British China Station naval forces, Vice-Admiral Sir Alexander Duff, is expected before long to visit China ports. He is expected in Singapore this week on his flagship, the Alacrity.

* * *

Mr. Sydney Gamble, who has spent the past year making a detailed study of social, educational, and religious conditions in Peking, will address the missionary prayer meeting on Tuesday. Mr. Gamble, will speak with special reference to ways in which survey knowledge helps us understand the problems of the force that can be counted in occupying a city. The survey just made in Peking is the most complete ever made of a city in China.

* * *

Among the passengers arriving on the Empress of Russia was Mr. M. N. Zankl, Manager of the Chinese American Publishing Company, and family. Mr. Zankl brings back with him Mr. Ambrose Merry, who will take charge of the newly organised Stationery Department of this firm.

* * *

On the steamer Yingchow, which arrived yesterday from Hongkong, were Lady Ho Tung and family, Mr. and Mrs. F. Soutar, Mrs. A. N. Smart and Mr. J. H. Seed.

* * *

Among the passengers who left Friday on the steamer Kumano Maru for Japan were Mrs. F. Sharp and child.

* * *

Among the passengers arriving yesterday from Japan on the steamer Chikugo Maru were Messrs. C. A. Smith, Y. C. Banham, H. W. Maxted and J. P. Smith.

* * *

The Ma Yue San Biscuit Company on Nanking Road, was officially opened for business yesterday. A reception was given in the afternoon. Mr. Ma Yue-san entertained the guests. The ground floor is devoted to the various buscuit and candy counters and a bar room on the first floor is being used as a restaurant. while the second floor is occupied by the office rooms.

* * *

Postage stamp collectors have been notified by the secretary of a meeting of the Shanghai Philatelic Society to be held Tuesday at 5:30 p.m. in the room of the Royal Asiatic Society, 5 Museum Road.

* * *

Lieut. Guerra Everett who, during the war was attached to the Student's Army Training Corps at Cornell University and later was company commander and commanding officer at Mahattan College, New York, is leaving tomorrow for Manila, expecting to spend a month at Baguio. His health failed him on account of the strenous labors with the S.A.T.C. and he came to Shanghai to visit his parents, Mr. and Mrs. Ed. H. Everett hoping the sea voyage would benefit him. He has been ill during his entire visit. He will be accompanied to Manila by his mother and sister.

Fighting Continues On Russian Fronts

(Continued from Page 1)

Turkestan, the same wireless message accuses the Turkestan Government of slackness and inactivity. The general impression conveyed by the message is that the position of the Bolsheviki in Turkestan is critical.

Report From Denikin

Omsk, October 16.—The following wireless message from General Denikin dated October 15 and sent from Nikolayev has been received here:

"In the region of the Don our troops after desperate fighting occupied the line Ermakov-Dubrovky. We took 1,500 prisoners and captured a battery which was immdiately put in action against the enemy.

"In the region of Krivditchi our cavalry under the command of General Ronovaloff routed a division of the Reds and captured 3,000 prisoners, five guns and many machine guns.

"In the region of Voronezh we have occupied Grafskaia.

"In the direction of Tula, after fierce fighting we put several enemy divisions to flight.

"Our troops have occupied the town of Orel. The Kornilloff regiment was the first to enter the town. The population greeted our troops with wild enthusiasm. Peasant folk fell on their knees and wept for joy shouting: "Christ has come to life again."

"The enemy has been thrown back to the north of Orel beyond Vaguine. We took several thousand prisoners, two batteries and a quantity of war material. East and West of Orel we are advancing.

In the direction of Gomel we are encircling the enemy forces and have crossed the Densa river. We took 7,000 prisoners with full equipment and baggage."

Omsk Issues Report

Omsk, October 16.—The following communique has been issued in Omsk by general headquarters:

"In the region of Tobolsk our troops are advancing and are now 40 versts southwest of Tobolsk.

In the direction of Yalutorovsk the enemy compelled us to withdraw slightly.

In the direction of Kurgan the enemy has resumed the offensive and in several places recrossed the Tobol. After a counter-attack our troops drove the enemy back to the left bank of the river, inflicting heavy losses on him.

In the direction of Zverinogolovskaia the enemy slightly drove back our troops who are now 15 versts East of Zverinogolovskaia.

In the region of Semirechie we occupied, after a three months' siege a fortified position of the Bolsheviki and captured 5,000 prisoners, 5,000 rifles, five guns, machine guns and a quantity of war material."

Chinese Dignitaries Pay Visit To City

General Wu Kwan-hsin, Inspector-General of the Upper Yangtsze and a brother-in-law of General Tuan Chi-jui, arrived in Shanghai Friday and left for Hangchow yesterday. General Wu will call on general Lu Yung-hsiang, the Chekiang Tuchun. It is understood that his mission to the Chekiang is to secure for himself the post of Defense Commissioner of Shanghai.

Four other military men are fighting for the office. They are General Chen Lu-san of Hangchow, General Hu Fung-ling of Ningpo, General Wang Ting-chen of Nanking and General Chi Shih-yuan of Kiangning.

Obituary

Lieut.-Com. Norman Craig

(Reuter's Service)

London, October 15.—The death is announced of Lieut-Commander Norman Craig, M. P.

Chinese Girls Guests At Tea At Y.W.C.A.

Thirty Chinese girls students in the Y.W.C.A. Physical Training School, were guests at a tea given yesterday afternoon in the home of Mrs. Arthur Rugh, 154 Dixwell Road. The girls come from all parts of China and for many it was their first visit inside a foreign residence.

A musical program, both vocal and instrumental, was given by Mrs. Frank Rawlinson, Mrs. H. C. Mei and Miss Elizabeth Rugh. This was followed with games in which all participated.

Among the guests were Miss A. S. Mayhew, Miss Carter, Miss A. A. Grabill, Miss Alice Hule and Miss Wang of the faculty.

EMPRESS IN TONIGHT

The Empress of Russia will arrive at Woosung late tonight. The tender will bring 193 Shanghai passengers to Shanghai tomorrow morning. Those leaving on the vessel for Manila will embark upon the tender at 2 p.m. Monday.

The Empress of Japan is due tomorrow afternoon at three o'clock and the tender Alexandra is expected with the passengers at the Customs jetty at 6:30 p.m. This vessel will leave again for Hongkong direct Tuesday morning, the tender leaving the Customs jetty at 10 a.m.

The Empress of Japan left Kobe at midnight Wednesday, according to word received by the agents here.

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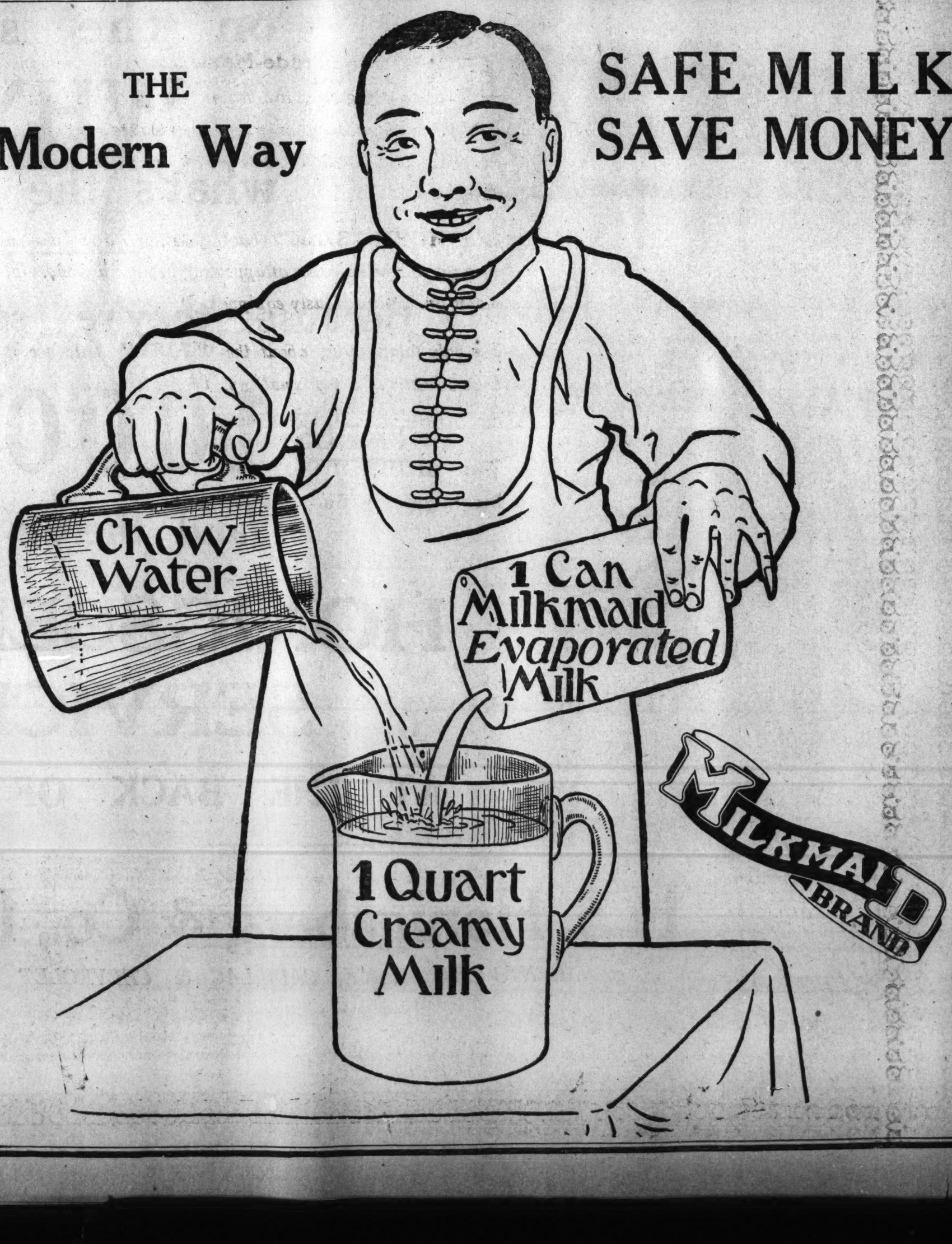

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THE STAR GARAGE, 125 BUBBLING WELL ROAD

SHANGHAI MAN BEHIND NEW SHIPPING COMPANY

Project Submitted To Peking By Yu Ya-ching Taken Up By Cabinet

(From Our Own Correspondent)

Peking, October 15.—Yu Ya-ching one of Shanghai's leading merchants, has recently formed a Chinese Navigation Company, the plans for which were yesterday submitted to the Cabinet and the Ministry of Communications. As soon as the approval of the Government has been obtained for the scheme Yu will open offices at Shanghai and make preparations for the realisation of his plans, which are as follows:

1.—Following the example set by other countries, a navigation company has been formed to facilitate commercial intercourse with and within China; and this company has received the support of the various guilds in Shanghai. Now that peace has been restored and all the merchants of foreign nations are resuming trade competition once more, the Chinese Government should likewise protect its shippers and encourage navigation enterprises.

2.—The proposed company is to be a joint official and commercial undertaking.

3.—The capital of the company is to be fixed at $10,000,000.

4.—The capital is to be raised equally by the Government and the merchants, the estimated value of the 12 enemy ships to form a part of the Government's share, and the balance still due from the Government to be paid in cash. The half due from the merchants will be paid by the various trade guilds and other merchantile organisations in return for share certificates.

5.—The Government is to guarantee a dividend of six percent per annum on those shares held by the merchants.

The Cabinet and the Ministry of Communications are already holding joint conferences for the discussion of Mr. Yu's proposal, and it is understood that the more liberal elements among Peking official circles favor the scheme. It is suggested, however, that the Government reserve to itself the right to requisition the shops of the proposed mercantile fleet in time of war or internal disturbance and it is thought likely that the plan will go through on some such basis, provided that Mr. Yu and his Shanghai supporters will agree to it.

Wedding

Rendano-Brown-Cooke

The marriage of Mr. August Rendano, accountant for the Asia Banking Corporation, to Miss Thelma Iline Brown-Cooke took place yesterday afternoon in the Union Church. The Reverend Darroch performed the ceremony. The best man was Mr. Theo. Carlson and the matron of honor, Mrs. Genevieve Rosenfeld. The bride was given away by Mr. A. B. Rosenfeld. The bride, with her mother, came here recently from San Francisco.

AMERICAN WOMEN TO MEET

The American Woman's Club will hold its next meeting Tuesday afternoon at the Carlton Cafe. Mr. Thomas Sammons is to be the guest of honor at this meeting. Tea will be served at 4:30. Miss Mary McConnell and Mr. A. C. Loehr will sing and Mr. A. Q. Adamson will give a recitation. The musical program will begin at about five o'clock, and there will be dancing from six to seven. All members have the privilege of bringing two guests.

In The Mixed Court

Because a pawn-broker accepts articles from a Chinese house boy and fails to identify them as the goods advertised in a police circular, is not sufficient cause to make him suffer the loss of the money he has advanced, in the opinion of Assessor Blackburn and Magistrate Loh of the Mixed Court.

Mr. J. Aaron was the petitioner before that tribunal yesterday. He asked that the goods found by the police in pawn be returned to him and the pawn-broker's claim to $7.70 be cancelled. The goods had been stolen from his house by the house boy who had absconded. The circularising of the loan shops had brought no results. Then the boy telephoned one day that he had left the pawn ticket in the family mail box together with six dollars of the $7.70 that he had received.

The goods were found but Mr. Aaron declared that because of the broker's negligence he should receive no payment.

"When foreigners pawn things," ruled Assessor Blackburn, "they usually send their house boys. So if you want those things you will have to pay the pawn-broker."

Instead of a term in jail, Assessor Blackburn and Magistrate Loh of the Mixed Court yesterday ordered that a Chinese woman, who had been pulled out of Hongkew Creek where she had attempted suicide, be returned to her family home at Komps. She had been employed in Shanghai, she said, and had had an admirer, so she thought. But the man proved to be only a thief and had taken all of her money and most of her other possessions of value, wherefore she had decided life was not worth prolonging.

Chefoo Notes

(China Press Correspondence)

Chefoo, Oct. 14.—The weather has been a never failing theme of conversation these last few days. There has been a remarkable mist covering the bay competely obscuring from view the Bluff and Lighthouse Island. Strong winds from the North and South failed to disperse it. Residents familiar with the smoke of forest fires thought it must be the result of Manchurian conflagrations while others put it down to volcanic origin. It was most strange while it lasted. The mist has quite gone now; it lifted on Saturday. On Sunday night we had heavy rain accompanied with violent winds from the north but towards morning it dropped again and yesterday was beautifully calm.

The Rev. and Mrs. Lowe are leaving Chefoo at the end of the present month for Dalny where they are to carry on mission work.

The Rev. and Mrs. McCrae and family of the same mission, the American Southern Baptist, are expected here from Tengchowfu very shortly to take up their residence.

Mr. Cyril Smith of Andersen, Meyer and Co. is to leave today for Tsinan. He is transferred there. His brother who is a joint manager with Mr. Taranger of the local branch of Andersen, Meyer and Co., is expected back here shortly.

The cooler weather is setting in and it will not be long ere winter wraps will be worn. Preparations are afoot for starting soccer. School opens on Wednesday afternoon. There is a good deal of speculation concerning the eleven the Settlement can put in the field. Last year they had one of the strongest teams in local history.

The anniversary of the Republic was observed by the Chinese as a boliday. Local schools were closed and the Cadet College shut down on studies for the day. There was a drill display at Temple Hill to commemorate the anniversary. Feeling against the Japanese continues and everything Japanese is tabooed by the Chinese.

Community Of Refugees In Irkutsk Rail Yards

Thousands Who Fled From Bolshevists Living In Box Cars---Serious Problem Presented

Irkutsk, Siberia, Sept. 22.—Ten thousand refugees from the Ural Mountain districts of European Russia and Siberia have for weeks filled the yards of Irkutsk with their railway cars. Forced to flee from their homes in Perm, Ekaterinburgh, Tumen, Cheliabinsk, Ufa, Petropavlovsk, Kurgan, Barnaul and other cities of Western Siberia because of the menace of the Bolsheviki, they took refuge in the railway box cars provided by the Omsk Government and started eastward. Irkutsk, midway between Omsk and Vladivostok, has felt the full impact of the enormous tide of refugees. Thousands have been sent on eastward, but there still remain in and around this district an extraordinary number of people who have no homes but box cars or hovels somewhere along the railroad line.

The little Russian box car, no larger than an ordinary room in an American home, often carries from 20 to 30 people with all the household possessions they have been able to save in the mad flight from the Bolsheviki. Three and sometimes four generations of a family: clothes, bedding, kitchen utensils, toys, food, samovars, musical instruments, shawls, rugs, family portraits, old china, ikons and a thousand other things are gathered helter-skelter into these cars.

Road Is Blockaded

A few weeks ago it was estimated by an officer of the American Railroad Corps, which is attempting to rehabilitate the Trans-Siberian service, that no less than 35,000 cars of refugees were massed in and around Omsk. Train after train rolled in from the westward, and for some time there was virtually a blockade at Omsk before the tracks could be cleared and some of the hundreds of trains sent on east.

Nearly one thousand families of railway workmen are now living in box cars in the Irkutsk yards. These railway workmen were brought from the Ural districts to be given employment in Middle or Eastern Siberia in railroad work.

A multiplicity of organisations is engaged in the task of trying to provide new homes for these involuntary emigrants. Provincial Governments, Zemstvos, or town and county governments, the Russian Red Cross, the military branch of the Kolchak administration and several semi-official relief organisations are taking a hand, but with winter rapidly approaching and the tide of refugees still pouring in from the west, confusion seems to be growing instead of decreasing.

In Eastern Siberia, at Vladivostok, Nikolsk, Habarovsk and Blagovestchensk, military barracks are being set aside to be used for the winter by the refugees, but it is admitted by the Russian officials that the number of refugees is far greater than the housing capacity they have at hand. Efforts are also being made to distribute the refugees in colonies along the rivers north and south of the Trans-Siberian line, but transportation will be impossible when the ice closes down for from five to six months.

Problem Is Serious

The refugee problem as viewed by American Red Cross investigators who have not only taken the statistics available from Russian sources, but have made first-hand inquiry among the refugees themselves, promises to be more acute this winter than last. In the winter of 1918-1919 the majority of refugees were those who had been driven from European Russia by Bolshevik occupation. None of these have been able to return to their homes, and to their number has been added the much larger number of those forced to flee when, in June and July, the Bolsheviki advanced through Ufa on the South and Perm on the North and came across the Urals even to the point of threatening Omsk.

Although the refugees invariably travel with what seems a great amount of baggage, in reality their possessions are not sufficient to carry them through a Winter, even in the comparative comfort of box cars. There is nothing ahead of them, from present prospects, but many months of suffering, to which must be added inevitable diseases such as typhus, relapsing fever and dysentery, which rage where people are crowded together like cattle—and often in fact crowded together with cattle, for it is no uncommon sight to see in these cars of refugees a horse, a cow, a goat, or a pig carried along with the family.

Peking Notes

(From Our Own Correspondent)

Peking, October 15.—Wellington Koo has telegraphed to the Peking Government stating that he will be unable to attend the opening of the International Labor Convention at Washington and urging the Government to appoint Yung Kwei, the Chinese Charge d'Affaires in the United States to take his place until he is able to leave Paris and resume his duties at the Legation in Washington. Yung Kwei has, accordingly, been instructed to represent China at the Labor Convention for the time being.

* * *

A representative of Czecho-Slovakia has been sent to Peking to take up with the Government the question of the free passage of Czech troops through Chinese territory to a seaport whence they can embark for their native country, it having proved difficult to make arrangements for the large numbers of Czech troops still in Siberia to obtain rail transportation through to Vladivostok. With the coming of Winter it is moreover desirable that the Czechs should embark for home from a warmer port than Vladivostok.

The Waichiaopu has referred the matter to the Ministries of Communications, War and the Navy for consideration, and it is understood here that the request of the Czechs is receiving favorable consideration.

* * *

Colonel John F. Stevens, head of the Inter-Allied Technical Board for the Trans-Siberian Railway, left here by special train for Tientsin. He will remain in Tientsin one day and go on to Harbin by the regular express. Colonel Stevens' eyes, which he had treated by a specialist during his stay in this city, are much better.

* * *

In connection with the pitiable state of the Chinese laborers in Western Siberia and the Urals, the Central Government has now reached an understanding with the Russian Legation here and all of these laborers will, it is expected, be repatriated shortly. The difficulty with regard to their repatriation in the past has been due to the fact that the Russian Legation has had no funds for their journey back to China and the Central Government has seen no reason for advancing such funds from its own treasury. According to the present arrangement $100,000 with which to pay the expenses of the laborers back to China is to be advanced by the local branch of the Russo-Asiatic Bank under guarantee of the Russian Legation that the Russian Government will refund this amount at a later date, the Chinese Government not being held responsible for it.

The plight of the Chinese laborers in Siberia has for some time been serious, as they have been without clothing, food and work just as Winter is approaching.

* * *

During the past few weeks the Cabinet and the Ministry of Finance have received numerous telegrams from the provinces protesting against the Eighth Year Domestic Loan on the ground that it is believed that the Government will use the loan bonds as security for another foreign loan. The Minister of Finance, Li Shih-hao, and the National Assembly have therefore sent out circular telegrams to the provinces stating that the loan will be floated merely to provide the Government with necessary running expenses, and that its main object is to obviate the necessity of contracting a foreign loan at the present time.

* * *

In view of the numerous telegraphic reports sent to Peking by the Tuchun and Civil Governor of Kirin Province regarding Japanese activities in the Yenchi District, the Central Government has now sent instructions to these officials that they are to oppose the Japanese claims to establish police stations in this part of Kirin. Tuchun Pao and Governor Kuo are instructed to inform the Japanese consular authorities in Kirin that the Chinese Government will take adequate steps to prevent any untoward occurrence on Chinese territory as a result of a recrudescence of the Korean independence movement and that the Japanese have no right to establish police stations on Chinese soil.

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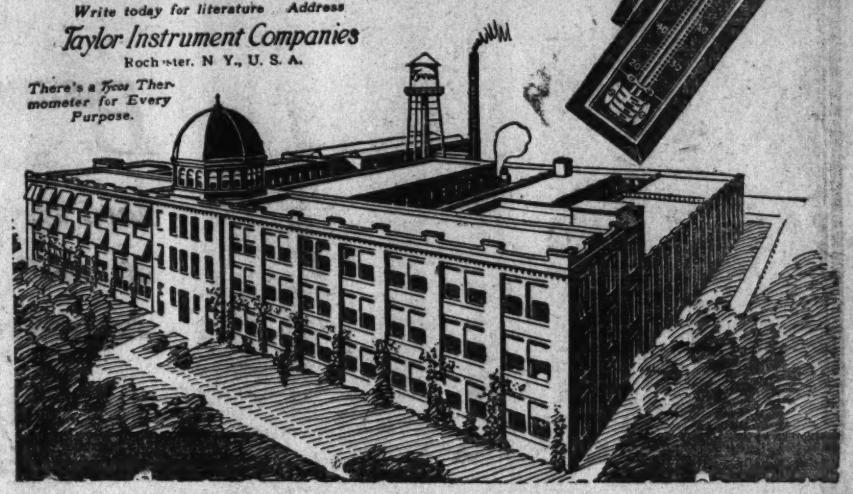

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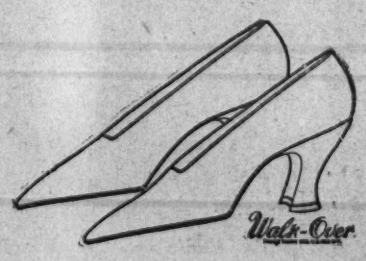

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Improvements And Changes Being Made In Shansi

(From Our Own Correspondent)

Hungtung, Shansi, Oct. 7.—A uniform system of weights and measures is being introduced throughout the province of Shansi. The new standard cattie is said to be that of the *ku jung*. It equals 16.8 ounces of the ordinary *tien jung* scale. The 13 oz. cattie of the brass trade, the 14 oz. cattie of the iron trade, and the 20 oz. cattie of the flour and other trades are all being abolished, but the scale of the silver shops has so far not been changed. The various food and grain measures have also been unified. It seems a pity that in making these changes the metric system could not be adopted.

Are Mapping Highway

Surveyors have been at work mapping the main highway. It is to be hoped that this is the first step towards road improvement. Shansi is badly in need of better roads. These are of prime importance to the industrial development of the province, for under present conditions transportation charges are very heavy. Here and there some attempt has been made at highway improvement. One place near Chao Cheng, that for years has become a bog in the rainy season, has been kept in good condition this year by the simple expedient of having a large drainage pit dug by the road-side. The road over the Fing-shuh Pass has also been repaired considerably this autumn, and widened in one or two places. However much still remains to be done along these lines.

Progress In School Work

Considerable progress has been made in compulsory education during the past year, though in some schools boys seem to spend a considerable portion of their time and at all hours of the day, learning to play their bugles—at tremendous cost to their neighbors' nerves. During the summer a special school was established at T'ai Yuen-fu for the training of superintendents of education. A number of graduates from mission schools have also obtained positions as District School Inspectors, with from 12 to 15 schools each under their care. Girls' schools are being opened wherever possible. Consequently girls' school teachers are in great demand and command high salaries. In this city the old granaries have been remodelled and make excellent premises for the girls' school.

The governor has ordered 2,500,000 phonetic script primers for the people of this province. The phonetic script is being introduced into all schools. All it best to delay a day longer, and in order to avoid detection, persuaded another carter, C, to take the case containing the pills on his cart for him. Meanwhile B had reached Huohsien, and reported the matter, as he had threatened to do. Instead of keeping a lookout for A's cart only, the soldiers searched every cart that passed, and in due time caught C with the case containing the pills, who, though he professed absolute innocence, protesting that being in complete ignorance of its contents he had only taken the case on for A as a favor, was fined $120. Being unable or unwilling to pay this sum, he, his 4 mules and his cart, are said to be still in custody in Huohsien.

A managed however to send a message to his home, just north of this city, with the result that upon the arrival of A (who had taken care to pass Huohsien under cover of night) he was waylaid by a band of C's friends, who took him, his mules and cart into custody as a guarantee of a proper settlement of the case. However, during the night A was somehow able to make good his escape with two of the mules, and, no doubt in a repentant mood, made his way to Kuwo, to report the matter to his master who has had to hasten North to see how a settlement can be effected.

Rev. A. B. Lewis, of Hotsin, has through the Chinese repeatedly made discoveries of most valuable fossil bones. Amongst the bones of his latest find there were the teeth and jaw, etc. of a 3-toed hipparion. One of the creatures evolutionists regard as a fine evidence of their theory. They reckon he is the ancestor of our present hoofed horse, but of course, like many other of their theories, it is much of a theory, and very much in the air.

AMERICA STAYING OUT OF AIR CONVENTION

Conflict With Patent Laws Reason For Not Signing The Agreement

(Reuter's Pacific Service)

Peking, October 16.—American Wireless from Lyons.—The United States has six months in which to decide whether or not it wants to be a party to the International Air Convention which came into effect yesterday after being signed by the principal European Powers and other nations as well.

Correspondence

More Magazines Wanted

Editor, THE CHINA PRESS

Dear Sir.—We have just received the following letter from the Director of Military Relief and Camp Service in Vladivostok and we would greatly appreciate your publishing same together with a request that contributions of magazines and reading matter be sent to the China Central Committee at 18B. Kiangse Road: they will be forwarded promptly to Vladivostok for distribution. If anyone should have too large an accumulation to be conveniently delivered, the Committee will be pleased to collect same upon receipt of a post card, or telephone instructions:

"We were very much delighted recently to receive a consignment of a number of cases of magazines for distribution among the soldiers here. We also received quite a generous supply of magazines and reading matter from the China Chapters of the Red Cross.

"These magazines are particularly welcome because receipt of them enables us to carry out a plan of distribution which we have had in mind for sometime, viz., sending out a case of magazines every two weeks to each of our camp service supervisors in the various camps so that they can distribute them directly where the greatest need exists. We find that this keeps the supply fresh, and is more satisfactory than a shipment of a larger amount all at one time.

"Our distribution is mainly through the hospitals and recreation rooms established in connection with them in the different camps. We also distribute a great many magazines to the small detachments of soldiers who are on outpost duty guarding the railroad and other property, where the need for reading matter is especially urgent because of the dreary, monotonous existence which is necessarily theirs. It is obvious of course, that we cannot continue to send out these magazines in this way unless our stock is replenished from time to time, and it is hoped that arrangements can be continued so that the shipments may be received periodically in the future to meet this pressing need.

"Of course as cold weather comes on and it becomes impossible to spend much time out of doors, the need for more and more magazines increases because of the enforced indoor life which the winter necessitates.

"If the supply of magazines can be kept coming through the Winter, it will prove a veritable God-send to the soldiers here."

The Central Committee will greatly appreciate your co-operation in connection with the above and thanking you in anticipation we remain.

Yours respectfully,
W. A. B. NICHOLS
Chairman of the China Central Committee, American Red Cross.
Shanghai, Oct. 11, 1919.

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FORD HIRE SERVICE
$3 per hour $1 20-minutes
77 ROUTE VALLON

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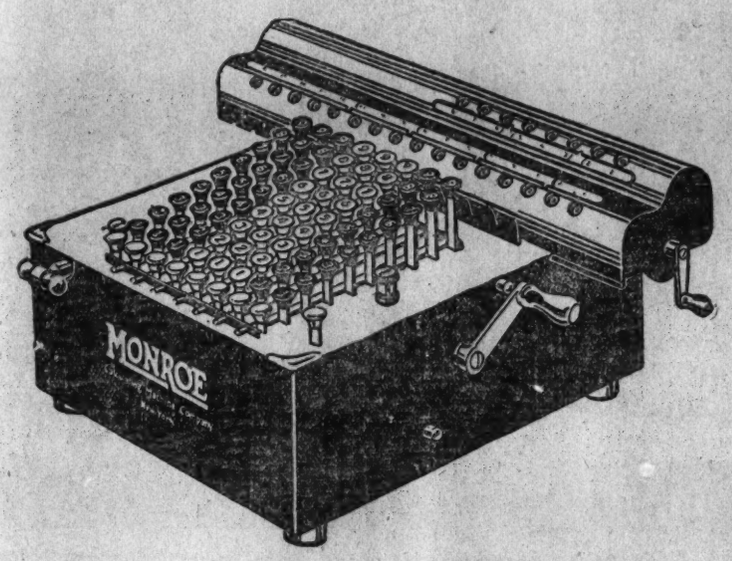
Just received

Newest "Hotakold" and "Icy-Hot" Vacuum Bottles. Also Latest Radiators and Various Electric Goods

There isn't an Accountant



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FURS FURS FURS

MONDAY OCT. 20th

MONDAY OCT. 20th

IN THE MAIN AISLE—FIRST FLOOR

We have just unpacked the remains of our last season's Furs and we mean to clear the whole stock this week at absolute clear out prices based on this high exchange.

AN UNIQUE OPPORTUNITY TO SECURE CHEAP SETS FOR TRIMMING OR FOR KIDDIES' WEAR

2 Black Fur Muffs, open style—with heads.
Usual Price $14.50
SALE PRICE $5.00 each

1 Coney Seal Muff
Usual Price $21.50
SALE PRICE $11.50 each

5 Black Fox Muffs with heads and tails.
Usual Price $10.50
SALE PRICE $5.00 each

3 Fine Black Fox Muffs and Stoles.
Usual Price $21.50
SALE PRICE $12.50

3 Black Fox Muffs.
Usual Price $10.50
SALE PRICE $5.75

2 Black Fox Muffs with double heads and tails.
Usual Price $18.50
SALE PRICE $11.50

1 Black Foxeline Neck Wrap.
Usual Price $9.50
SALE PRICE $6.00

2 Black Fox Necklets, very Full Collar.
Usual Price $18.50
SALE PRICE $12.50

1 Coney Seal Set, Stole and Muff.
Usual Price $12.50
SALE PRICE $6.50

3 Coney Seal Barrel Muffs.
Usual Price $18.50
SALE PRICE $8.50

2 Coney Seal Barrel Muffs.
Usual Price $25.00
SALE PRICE $17.50

11 Imitation Sable Collars.
Usual Price $2.75
SALE PRICE $1.00

1 Imitation Sable Stole.
Usual Price $14.50
SALE PRICE $5.00

1 Imitation Sable Coatee.
Usual Price $47.50
SALE PRICE $20.00

10 Smoked Foxeline Stoles.
Usual Price $3.25
SALE PRICE $1.00

8 Smoked Foxeline Stoles.
Usual Price $2.25
SALE PRICE $0.75 each

2 Smoked Foxeline Stoles.
Usual Price $6.75
SALE PRICE $2.50

2 Grey Plush Stoles, fringed ends.
Usual Price $5.95
SALE PRICE $2.00

1 Coney Seal Neck Square.
Usual Price $27.50
SALE PRICE $16.50

1 Seal Bag & Cord.
Usual Price $7.50
SALE PRICE $3.00

1 Seal Stole.
Usual Price $14.50
SALE PRICE $6.00

1 Black and White Imit. Cat Set.
Usual Price $18.50
SALE PRICE $6.50

3 Astrakhan Stole Scarves.
Usual Price $6.50
SALE PRICE $2.50

3 Imitation Plush Necklet Squares.
Usual Price $6.50
SALE PRICE $2.50

2 Fine Coney Seal Coats.
Usual Price $55.00
SALE PRICE $27.50

2 Imitation Squirrel Coatees.
Usual Price $20.00
SALE PRICE $7.50

1 Imitation Sable Set.
Usual Price $16.50
SALE PRICE $7.50

Imitation Sable Muffs.
Usual Price $5.50, $9.50, $5.00,
Sale Price $2.50, $3.50, $2.00,
Usual Price $14.50, $8.50, $5.50.
Sale Price $5.00, $5.00, $2.25.

Imitation Sable Stoles.
Usual Price
$6.50, $7.50, $8.50.
SALE PRICE
$2.50, $2.50, $2.75.

42 Imitation Sable Muffs.
Usual Price $9.50
SALE PRICE $3.75

28 Imitation Sable Muffs.
SALE PRICE $2.75

12 Imitation Sable Collars.
Usual Price $2.75
SALE PRICE $1.00

8 Imitation Sable Collars.
Usual Price $3.25
SALE PRICE $1.50

1 Imitation Ermine Scarf.
Usual Price $12.50
SALE PRICE $5.00

1 White Fox Scarf.
SALE PRICE $1.25

1 Imitation Ermine Collar.
Usual Price $7.50
SALE PRICE $3.50

1 Imitation Ermine Set for Kiddies.
Usual Price $25.00
SALE PRICE $10.00

4 Fancy Coney Seal Coats.
Usual Price $40.00
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2 Green Plush Coats, very fine values.
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1 Rich Black Coney Seal Coat, trimmed skunk, Lined Silk.
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SALE PRICE $250.00

1 Black Seal Plush Coat.
Usual Price $55.00
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1 Fancy Coney Seal Coat.
Usual Price $85.00
SALE PRICE $55.00

10 White Foxeline Stoles.
SALE PRICE $1.00 each

12 White Foxeline Muffs.
SALE PRICE $2.00 each

10 White Foxeline Stoles
SALE PRICE $1.50

9 White Foxeline Muffs.
SALE PRICE $1.50

9 White Foxeline Stoles
SALE PRICE $0.75 each

7 White Foxeline Muffs.
SALE PRICE $0.75 each

3 Imitation Ermine Sets
Usual Price $17.50
SALE PRICE $7.50

2 Fine Imitation Ermine Sets.
Usual Price $35.00
SALE PRICE $15.00

1 Fine Imitation Ermine Cape
Usual Price $27.50
SALE PRICE $13.00

1 Imitation Ermine Set
Usual Price $12.50
SALE PRICE $5.00

1 Fine Astrakhan Set. Lining damaged slightly.
Usual Price $30.00
SALE PRICE $12.50

1 Black Seal Plush Set
Usual Price $9.00
SALE PRICE $3.75

1 Black and Grey Plush Set Stole and Muff.
Usual Price $17.50
SALE PRICE $6.50

1 Smart Black Fox Muff.
Usual Price $12.50
SALE PRICE $8.50

1 Coney Seal Muff. Very fine quality.
Usual Price $27.50
SALE PRICE $12.50

1 Black Coney Seal Muff.
Usual Price $10.00
SALE PRICE $3.75

1 Seal Plush Neck Stole
Usual Price $7.50
SALE PRICE $3.00

1 Black Fox Stole with heads
Usual Price $18.50
SALE PRICE $10.50

1 Plush Leopard Set Muff & Stole.
Usual Price $19.50
SALE PRICE $7.50

7 Astrakhan Muff.
Uusal Price $9.50
SALE PRICE $4.75

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AMERICAN MARINES LAND IN HONDURAS

Preserving Order And Protecting Lives And Property Of Foreigners

BERTRAND SAFE ON SHIP

Great Changes In Central America To Follow President's Retirement

Washington, Sept. 11.—The change of government in Honduras has resulted in unsettled conditions in that republic, according to today's advices to the State Department, accompanied by looting and rioting, with the result that a small American naval force was landed from the cruiser Cleveland at Puerto Cortez to preserve order and protect the lives and property of foreigners there.

"This action," the State Department announced, "was taken as a result of a conference between the American, British, Danish, Italian, and Spanish consuls with the local Honduran military commanders. Minister Jones reports from Tegucigalpa that efforts are being made to bring about a truce between the contending forces, and it would seem that normal and orderly conditions will soon be restored. The landing party from the Cleveland will return to the ship as soon as the local authorities are able to resume control."

An unofficial report reached the State Department that a British warship was expected at Trujillo, Honduras, this morning. The Department has also been advised that President Bertrand of Honduras and Nazario Sorians, his brother-in-law, who is a Presidential candidate, and their party, embracing members of their families, who left Tegucigalpa under diplomatic and naval escort as a result of the revolutionary activies in Honduras, arrived at San Lorenzo safely at 5 o'clock yesterday morning and immediately embarked for Amapala, to take passage for the United States on the steamer San Jose. President Bertrand, as announced yesterday, deposited the executive power in the hands of the Council of Ministers on Sept. 8.

The retirement of President Bertrand will have a far-reaching effect upon the Central American and Mexican situations, according to officials here, and representative men from all parts of Central America. Three important results specifically cited as probable immediate developments are:

1. The "de-Mexicanisation" of Latin America.
2. The collapse of the movement to unite Honduras and Salvador.
3. A serious situation in Salvador that may result in a state of unrest bordering upon revolution, unless President Jorge Melendez exhibits prompt and effective control of the country, which he has not yet manifested.

In addition, according to Central American experts, there will follow an important growth of regard for the United States, in direct relation to the falling off of President Carranza's influence among the Central Americans. It is believed in official circles that the collapse of the Bertrand Government will be a tremendous blow to Carranza's prestige in Central America, and will demolish the Pan-Latin-American structure, the framework of which Carranza had attempted to build. Salvador alone is left a Central American nation adhering to Carranza and his regime in Mexico, including the hostility toward the United States that he has cultivated.

It is believed that the Melendez Government will exert itself to establish open friendly relations of a positive character with this country. Bertrand was the leading figure in Honduras in seeking to effect a union with Salvador.

This was a part of Carranza's plan for uniting Central America behind him in his defiance of the Monroe Doctrine and his hostility toward the United States. Salvador endorsed the plan, it is said, because by this means she might get an Atlantic coast port and thus be appreciably nearer the markets of the United States. Carlos Melendez, brother of the President of Salvador, was a strong supporter of Bertrand's plan for a union. It had been planned that Carlos Melendez would be the first president of the unified state and Bertrand the second president.

Carranza's part in the plan as understood here, was to aid the new country both with soldiers and money to cement the union and maintain in power the selected authorities. By this means he would have had a powerful weapon to turn against Guatemala, which has been anti-Mexican and pro-American by which he hoped to be able to force that country to join a Latin league. If Germany had won the war, Carranza planned, it is alleged, to effect a commercial treaty with Germany that would have given that country a tremendous grip on the trade of the parts of Central America Carranza could control.

Federico Tinoco's collapse in Costa Rica was another blow to Carranza's prestige. Despite Costa Rica's declaration of war against Germany, Tinoco was strongly influenced by Carranza.

Bertrand succeeded in maintaining friendly relations with all the Central American countries until about six months ago, when he began ejecting from offices in Honduras officials upon whom he could not count to support Nazario Soriano, who was recalled from his post as Consul at New Orleans for the purpose of being elected successor to Bertrand. He would have been wholly the tool of Bertrand, according to authorities here, and would have furthered the plan for uniting with Salvador. It is now believed that he has been eliminated from the presidential race, which seems to rest between General Rafael Lopez Gutierrez and Alberto Membreno. The situation became so serious that Gutierrez was in arms against Bertrand and Membreno in exile. These two men are strongly pro-American and anti-Carranza. Either would make an executive pleasing to the United States Government.

Bertrand was never able to obtain the confidence of the Guatamalans, and when he began to erect a machine to secure the election of Soriano he quickly lost the confidence of Nicaragua, with whom he had been on particularly friendly standing. The anti-Tinoco faction in Costa Rica was not won over by Bertrand, who was known to have given moral support to Tinoco. The Acosta faction in Costa Rica, the Government of Nicaragua and that of Guatamala, are strong supporters of the anti-Bertrand faction.

There have been rumors of unrest in Salvador for several weeks and Central American experts are watching the situation in that country closely. Jorge Melendez, President of Salvador, has not yet succeeded in quieting the opposing faction that came into being during the campaign which resulted in his election. With the Bertrand collapse, it is feared this faction may gain strength and develop serious trouble.

Japanese Girl Studies Aviation

Atlantic City has the distinction of having the first and only Japanese pupil-aviatrix in America. She is Michi Mori San who is generally conceded to be the fairest flower Japan has ever sent to America. The pretty Japanese girl, whose home is in Los Angeles, is known as the "flower girl" at the Ambassador Hotel, Atlantic City.

What Each Side Got In N. Y. Actors' Strike

What The Actor Struck For

New York, September 7.—Recognition of his union—The Actors' Equity Association, a branch of the American Federation of Labor.

What The Actor Gets

Recognition by the managers' association of the Equity.

Eight performances to constitute a week's work; extra performances to be paid for on the basis of one-eighth of one week's salary each.

Full pay for rehearsals after four weeks for musical shows; after five weeks for dramatic productions.

Full pay for the week prior to Christmas and for Holy Week, heretofore treated as "half-pay weeks."

Costumes to be bought by the manager, from shoes to wigs.

What The Manager Gets

Assurance that there will be no general strike of actors during the next five years.

An open shop, guaranteed by the presence of the Actors' Fidelity League, which has no connection with organised labor.

DE VALERA ASSAILS CARSON

Sees Campaign in Ireland by Order of the British Cabinet

New York, September 3.—Eamon de Valera, President of the Irish Republic, gave out a statement yesterday commenting upon the report of the renewed activities of Sir Edward Carson and his reorganisation of the Ulster Volunteers.

"The Carson campaign is again starting—to order, as usual, the order of the British Cabinet, which Carson pops into and out of according as occasion requires" said de Valera. "He is out once more to relieve the British Government from its difficulties, and so far as he can, to furnish them with a pretext for misrepresenting the true position in Ireland.

"The Irish people do not ask England to settle the minority question in Ireland. The people of Ireland are quite capable of doing that themselves. All the people of Ireland want is that the British forces of occupation leave the country. They are in the country purely for British interests.

"The British Government sustains Carson because it is to the Government's interest that he should be sustained. They claim him as, and he claims himself to be, a 'loyalist.'

"But it would be a mistake to think that he is a traitor or that either he or the British Government are inconsistent. This defiance of British law by Carson is the purest act of loyalty to the British Government that he could perform, and because he is serving the British it would be unjust to expect that the British would seriously interfere with him.

"All that it necessary for the people of America and of the world to know is that only 308,000 out of a total of 1,519,000 votes cast in the general election of last December were cast for union with England, a bare 20 percent of the population.

"Ireland is not asking England to coerce this minority with British bayonets. All Ireland asks England to do is to leave Ireland to Irishmen. They will have no more difficulty in adjusting their differences than have Americans, once the power whose interest it is to promote these differences, has departed."

Carson Sees No Peace

Belfast, Sept. 2, (Associated Press.)—Sir Edward Carson, leader of the Ulster Unionists, who has come to Belfast to open a new anti-Home Rule compaign, addressing the Ulster Unionist Council today declared that, as far as Ireland was concerned, Colonial Home Rule was the same thing as the Sinn Fein, and that in this respect the Sinn Fein was perfectly logical because in reality there was nothing between union and separation.

Sir Edward challenged the Government to make an unequivocal declaration whether it had anything in its mind bordering on the Sinn Fein, and if not "to courageously let the world know that Great British would brook no interference, whether by agitation in the United States, on the Continent, or elsewhere.

Self-determination was characterised by Sir Edward as one of the most misleading phrases ever advanced. He asked if the United States would allow the Southerners self-determination, or if Canada would permit Quebec to have self-determination.

Declaring that he saw no prospect of a settlement of the pending issue with regard to Ireland, Sir Edward predicted the early collapse of the coalition Government and a return to pre-war party politics.

How about your floors?

Is their appearance as pleasing as you would like? Can they be cleaned as thoroughly as you would like? Or are they troublesome and expensive, requiring frequent refinishing? Floors need

Sherwin-Williams

FLOORLAC

Floorlac is a high quality waterproof finish for staining and varnishing floors at one operation. It preserves to the greatest extent the beauty of the natural grain of the wood—it is unlike many stains which, although they look well when first put on, lose their brilliancy and fade out after short exposure. Floorlac is durable in color as well as in wear-resisting qualities. It will not show scratches or heel marks readily.

We shall be glad to talk over the question of floor finishes with you.

Andersen, Meyer & Co., Ltd.

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"GOLD FLAKE" CIGARETTES

An Old Friend — in new Surroundings.

Announcement

We beg to announce the arrival in China of a shipment of "GOLD FLAKE" cigarettes from England.

Gold Flake brand has not only been a favourite at home but won great popularity on the Western Front during the War.

We feel sure that our friends in China will be pleased with this new arrival which has so decidedly proven its good qualities.

Signed—

British-American Tobacco Co. (China) Ltd.

Sold by the Leading Tobacconists

"ROBERT"

DIAMONDS, PEARLS, PRECIOUS STONES, ANTIQUES AND CURIOS.

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YOUR LIFE

and the lives of those about you are continually

ENDANGERED

by the use of the old-style commode, which is one of the best germ-spreaders in daily use. A commode is the breeding place of fever and many other diseases; the odour cannot be eliminated even in the best of non-chemical toilets. Dirty coolies tramp your floors to empty the old-style commodes, leaving skin disease in their wake.

All these dangers can now be done away with by installing in your house a

RO-SAN INDOOR TOILET

The Chemical Toilet that does away with all Odour; that does not have to be emptied oftener than once in two or three weeks. Sanitary in every way. The cost is within the reach of all.

The RO-SAN TOILET occupies a space on the floor 18½ inches square. It can be set up by anyone in 15 minutes after being taken out of the crate.

The CHEMICAL used in Ro-San is harmless, non-explosive and non-combustible, and has no creosote or other unpleasant odour.

RO-SAN TOILETS IN USE EVERYWHERE

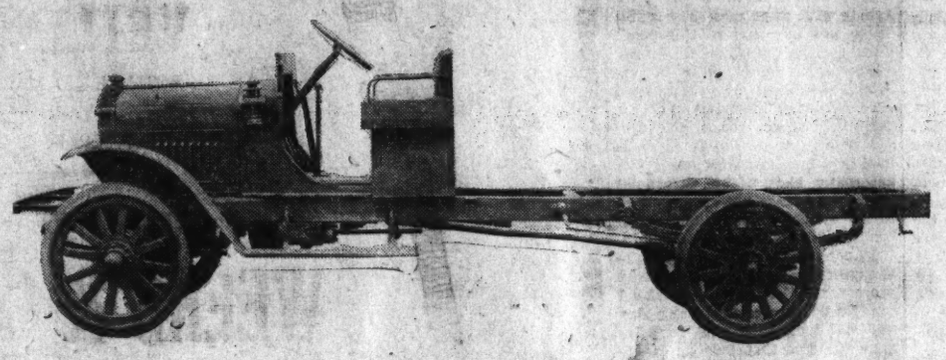
SOLE AGENTS IN CHINA

THOS. W. SIMMONS & Co.

No. 10 The Bund, Shanghai

Why you should buy

Stewart
MOTOR TRUCKS



WHEN you buy a "Stewart" Motor Truck you are not buying an experiment. "Stewarts" have been proven by the test of time—in five years no "Stewart" has worn out.

Thousands are in use throughout the United States and twenty-four foreign countries. They are in daily use in more than 200 different lines of businesses.

A big share of "Stewart" business is repeat orders. Many of the largest concerns in the world use fleets of "Stewarts" and are buying more.

"Stewarts" are the greatest truck value made in America, made possible by our quantity production at small profit per truck. They are Quality Trucks at Quantity Prices.

In all "Stewart" models more than 90% of the power of the motor is delivered to the rear wheels at all times, thus enabling "Stewarts" to carry their loads with ease under all road conditions, on hills and through sand or mud "Stewarts" have made an enviable reputation as great performers.

Lubrication is simple and accessible. There are fewer grease cups and places to oil. Stewarts are designed to be as nearly fool-proof as possible.

Adjustments on the "Stewarts" do not need to be tampered with. Their service is not delayed because they "need tuning up." "Stewarts" give uninterrupted service.

For years "Stewart" engineers have devoted all their energies and ability to design "Stewarts" so that they will use less gasoline, less oil and fewer tires, and give longer service.

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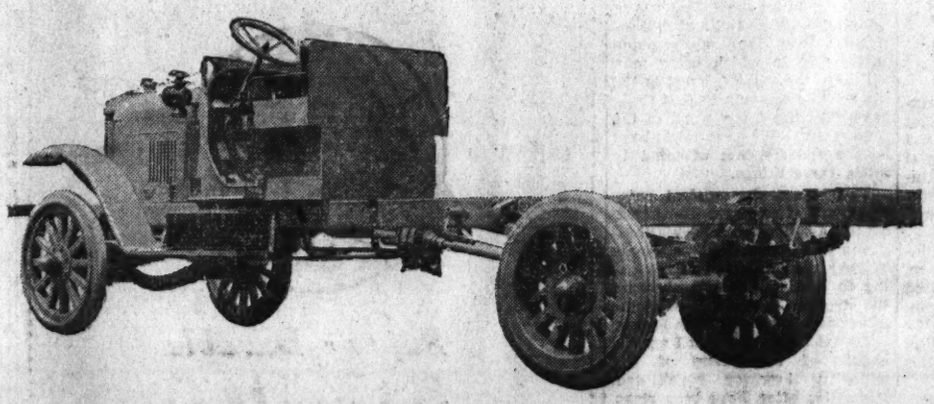

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SOLE AGENTS

All Must Underwrite World's Civilisation

Belgium And Italy Did It, Says Wilson---Our Great War Purposes Unfulfilled

Tacoma, Wash., September 13.—President Wilson's address at the armory here today was in part as follows:

I feel, as I am sure you feel, that we have reached one of the most critical periods in the history of the United States.

The shadow of the war is not lifted from us, and we have just come out of the depths of the valley of death.

I thought it might be useful if I remind you of a few things, lest we forget. It is so easy with the strong tides of our life to be swept away from one situation into another, to forget the real depths of meaning which lie underneath the things that we are merely touching the surface of.

Therefore, I thought it would not be impertinent on my part if I asked permission to read you the concluding passage of the address in which I requested the Government of the United States to accept Germany's challenge of war.

"We shall fight," I said, "for the things we have always carried nearest our hearts, for democracy, for the right of those who submit to authority to have a voice in their own Government, for the rights and liberties of small nations, for a universal dominion of right, of such a concert of free peoples as will bring peace and safety to all nations, and make the world itself at last free. To such a pass we can dedicate our lives and our fortunes, everything that we are, everything that we have, with the pride of those who know that the time has come when America is privileged to spend her blood and her might for the principles that gave her birth, and whatever of happiness and of peace she has enjoyed. God helping her, she can do no other."

That is the program started out on. That is the program which all America adopted, and shall we now falter at the very critical moment when we are finally to write our name to the standing pledge which we then took?

I want to remind you other nations were put under a deeper temptation than we. It would have been possible for little, helpless Belgium at any time to make terms with the enemy. Belgium knew that resistance was useless. Belgium knew that she could get any terms of advantage from Germany that she pleased, if she would only submit. And at the cost of everything that she had Belgium did nothing else than underwrite civilisation. I do not know anywhere in history of a more inspiring fact than that.

Belgium lies prostrate because she fulfilled her pledge to civilisation.

Italy could have had her terms at the hands of Austria at almost any period of the war, particularly just before she made her final stand at the Piave River, but she would not compound with the enemy. She, too, had underwritten civilisation.

And, this passage which I have read to you, which the whole country accepted as its pledge, is but an underwriting of civilisation.

The Cost In Blood And Money

But in order to let you remember what the thing cost, just let me read you a few figures. If I did not have them on official authority I would deem them incredible. Here is what the war cost those who were engaged against Germany:

Great Britain and her dominions, $38,000,000,000; France, $26,000,000,000; the United States, $22,000,000,000; Russia, $18,000,000,000; Italy, $13,000,000,000, and the total, including Belgium, Japan, and other smaller countries, $133,000,000,000.

It cost the Central Powers, Germany, $39,000,000,000; Austria-Hungary, $21,000,000,000; Turkey and Bulgaria, $3,000,000,000, a total of $63,000,000,000; a grand total of direct war cost of $186,000,000,000—an incredible sum to save civilisation.

Now the question is, are we going to keep safe? The expenditures of the United States were at the rate of $1,000,000 an hour, including the night time, for two years. Battle deaths (and this is the cost that touches our hearts) were: Russia, 1,700,000; Germany, 1,600,000; France, 1,385,000; Great Britain, 900,000; Austria, 800,000; Italy, 364,000; the United States, 50,300; a total of all belligerents of 7,450,200 men dead on the field of battle.

The total wounded for the United States Army was 230,000, excluding those, of course, who were killed.

The total of all battle deaths in all of the wars of the world from the years 1793 to 1914 were something under 6,000,000. So that in all the wars of the world for more than one hundred years fewer men died than have been killed upon the field of battle in the last five years. These are terrible facts and we ought never to forget them.

We went into this war to do a thing that was fundamental for the world, and what I have come out upon this journey for is to ascertain whether the country has forgotten it or not. I have found out already. The country has not forgotten it, and will never permit any man, who stands in the fulfillment of these great pledges ever to forget the sorrowful day when he made the attempt.

All Must Underwrite Civilisation

America alone cannot underwrite civilisation. All the great free peoples of the world must underwrite it, and only the free peoples of the world can join the League of Nations. Germany is for the present excluded because she must prove that she is self-governing. She must prove that she has changed the process of her constitution and the purpose of her power. When she has proved these things, she can become one of the partners, guaranteeing that civilisation shall not suffer again these intolerable things.

The League is not only a union of free peoples to guarantee civilisation; it is something much more than that. It is a League of Nations to advance civilisation by substituting something that will make the improvement of civilisation possible.

I call you to witness that our civilisation is not satisfactory. It is an industrial civilisation, and at the heart of it is an antagonism between those who labor with their hands and those who direct labor. You cannot compose those differences in the midst of war, and you cannot advance civilisation unless you have a peace of which you make the fullest use of bringing these elements of civilisation together into a common partnership in which every man will have the same interest in the work of his community that those have who direct the work of the community. We have got to have leisure and freedom of mind to settle these things.

This was a war against autocracy, and if you have disordered, if you have disrupted populations, if you have insurgent elements in your populations, you are going to have autocracy, because the stronger is going to seize the power as it has seized it in Russia.

I want to declare that I am the enemy of the rulers of any minority, however constituted. Minorities often have been right, but they cease to be right when they use disorderly means.

I believe for my part that the League of Nations covenant is 98 percent insurance against war. I take it you want some insurance against war. Even if it were only a 10 percent insurance it would be worth while.

There is a provision for the constant, regular international discussion of labor problems, no matter where they arise in the world, for the purpose of lifting the whole level of labor conditions, for the purpose of safeguarding the health of women and children, for the sake of bringing about those international conditions with regard to labor upon which the happiness of mankind so much depends.

First Impulse From America

The President remarked at this point that the labor section of the treaty was "made by men with hearts under their jackets," and in the interests of humane and just labor conditions. He went on:

What I want everybody to understand is this: The first effective impulse toward this sort of thing came from America, and I want to call your attention to the fact that it came from some of the very men who are now opposing its consummation.

It is of particular importance to remember at this moment when some men have dared to introduce party passion into this question that some of the leading spirits, perhaps I might say the leading spirits, in the conception of this great idea were leading figures of the Republican Party.

On his first return from Paris, Mr. Wilson went on, he had received certain suggestions from the Senate Foreign Relations Committee, which came for the most part from the Republican side. He had seen that they were carried out. He continued:

When I advocated the things in this League of Nations, I had the full and proud consciousness that I was only expressing the best thought and the best conscience of my beloved fellow countrymen.

The only things that I have any special connection with in the League of Nations covenant are things that I was careful to have put in there because of the very considerations that are now being urged.

Refers To Taft And Wickersham

One of the most distinguished lawyers of the United States, Mr. Wickersham of New York, who was the Attorney General in Mr. Taft's Cabinet, came over to Europe, I am told, to oppose the things that he understood the American Peace Mission was trying to accomplish. And what happened to Mr. Wickersham? He was absolutely converted, above all things else, to the necessity of having a League of Nations not only, but this League of Nations. I need not tell you of the conspicuously fine work which his chief, Mr. Taft, has been doing in the same cause.

I say these things because I want to read the riot act to anybody who tries to introduce politics into this thing. I am very proud to forget party lines, because there is one thing that is so much greater than being a Republican or a Democrat, that those names ought never to be mentioned or connected with it. That is being an American, and the way to be an American is to fulfill the pledges we have made.

Mr. Wilson said that he was deeply touched by the interest of mothers and children in the hope of world peace. Remarking that many of the children had hailed him along the way as "Woody," the President said that he had no objection to that if it were applied "as a name and not as a description."

Every woman with a child, the President added, should live in fear if this plan for a world peace failed.

"And those children who carried flags on the street today," he said, "I pray God that they never will have to carry that flag on the field of battle."

Without the League, Mr. Wilson continued, the treaty would be a "house of cards," which any "breath of power" could overturn. With the League, he added, it was "as strong as Gibraltar."

Regretting delay in acceptance of the treaty, Mr. Wilson declared that American industry would be "chilled and ruined" unless there was action.

Every real American, the President said, should be willing "to make the sacrifice to underwrite civilisation," because it was the true American spirit to "give until it hurts."

World Not Yet Reassured

The President concluded:

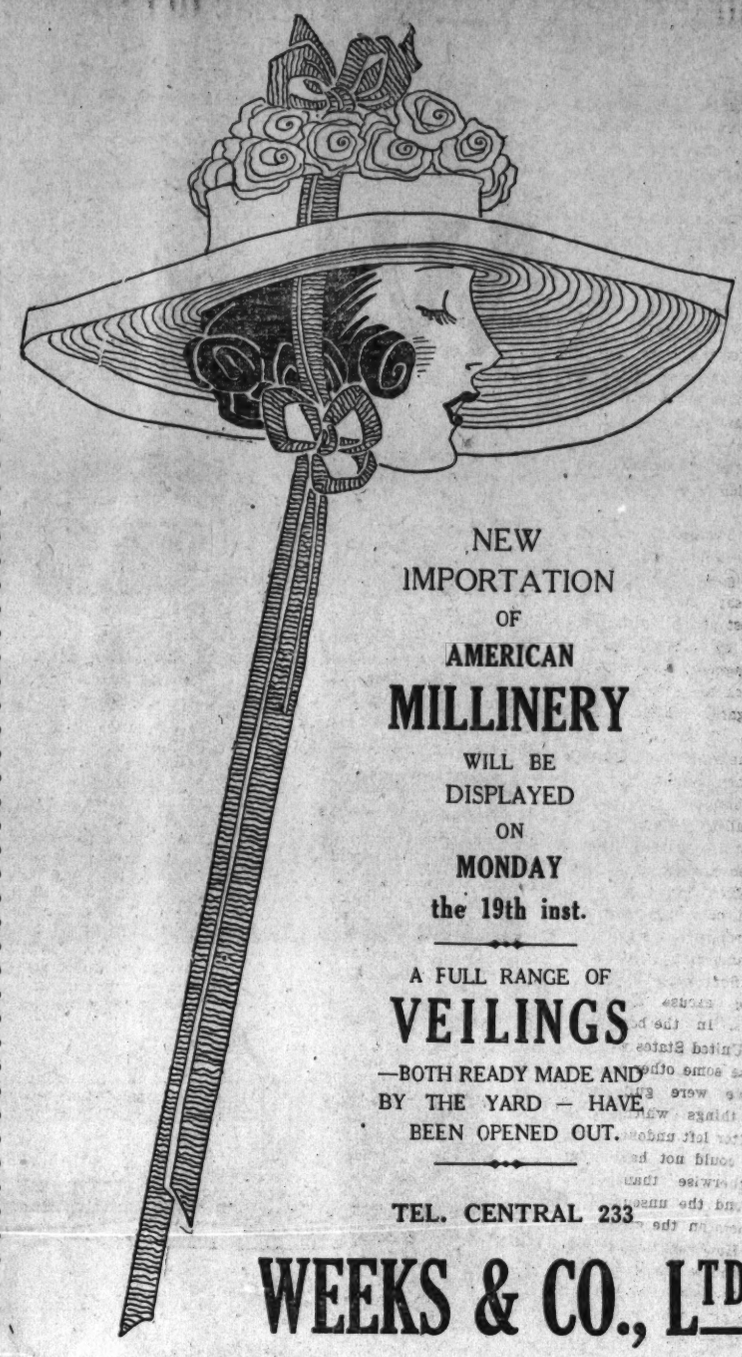
If I wanted to have a joint debate with some man who wanted to put our part in this peace down on the lowest possible level—how much money we were going to make out of it?—I could silence him by assuring him that the world is not reassured.

I believe in my heart there is hardly a man in America, if you get really back of his superficial thoughts, who is not man enough to be willing to make the sacrifice to underwrite civilisation.

I hope no attempts will be made to qualify or embarrass the great process, which is inevitable, and I confidently predict that some day we shall look back with surprise upon the fact that men in America, above all nations, should ever have hesitated to do this great thing.

Noske Guards Patrol Streets Of Berlin

German guards commanded by Minister of Defense Gustav Noske, who put down the recent Spartacan revolts, are still on duty in the streets of Berlin. Control posts, protected with barbed wire, have been established in sections of the city. A Berliner is shown having his pass examined by guards. This photograph is one of a series made recently in Berlin by an International photographer who is touring Germany.



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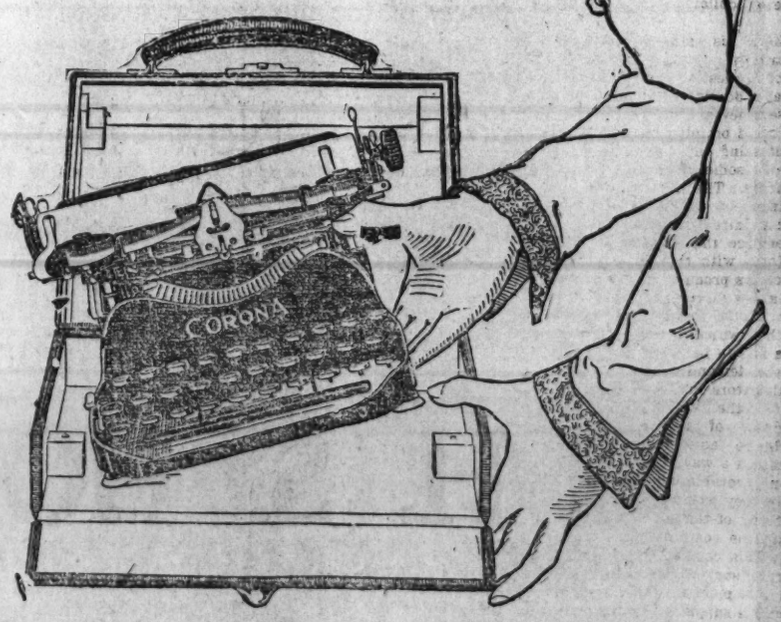

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Economics And Psychology Mingle In Problem To Reduce Prices

(*From The Annalist*)

"Any substantial increase in wages in leading lines of industry at this time would utterly crush the general campaign which the Government is waging, with energy, vigor, and substantial hope of success, to reduce the high cost of living."

So declared President Wilson, in his recent open letter. Again he said:

"Only by keeping the cost of production on its present level, by increasing production and by rigid economy and saving on the part of the people can we hope for large decreases in the burdensome cost of living which now weighs us down."

Thus, the President commits himself to the theory that by producing more goods and services, which is to say, new wealth, at no greater cost per unit than now obtains, and by curbing our national extravagance, we can bring the dollar back to its former position as regards barter. Wall Street, were it discussing the affairs of some specific corporation, would call the operation "getting the water out of the stock." Economists call it "deflation."

For the last five years the whole world has been engaged in an orgy of inflation. Even longer ago than that it started, but it did not reach its great proportions until the world war came along and threw industry and finance into confusion and furnished excuse for many unsound acts. In the beginning, perhaps, the United States was not as culpable as some other nations but, later, we were guilty of a number of things which would have been better left undone. Some say the war could not have been prosecuted otherwise than as it was, and defend the unsound and uneconomic acts on the ground of expediency. However, the fact remains that there was inflation and now we and the rest of the world are trying to get back to normal. The process, if we are particularwise and fortunate, will move along without hurting very many, but more than likely there will be a goodly number of wounds inflicted.

Its Purpose The Question

The President intimates, if he does not say so in so many words, that "liquidation of labor" will be one of the necessary steps in the deflation scheme. Labor can hardly be expected to take kindly to this. No more may capital be expected to rejoice at the prospect of smaller returns, even if the smaller returns, as measured in the number of dollars, may be earned in more valuable dollars. Labor might be willing to take fewer dollars if it were impressed with the idea that the less number would buy as much in commodities as formerly the greater number did. The Administration, as the President says, is waging a campaign "with energy, vigor, and substantial hope of success," to get up the purchasing power of the dollar. This campaign, as a matter of abstract economics, may not be well and soundly conceived, if it is merely to make available for consumption now supplies of food and other necessaries which ordinarily would be doled out over a longer period of time, but if it is designed primarily to get labor in a more tractable frame of mind, to make it more amenable to the economic arguments that all commodities, including labor, must be measured in fewer dollars, then it will do its bit.

There is great clamor over "hoarding" and "profiteering." Beyond question, these things exist and do evil. But they are not cause; they are effect. And not all the cases branded as hoarding and profiteering are such. Take the case of some of the so-called food scandals. The men engaged in the business of supplying the nation's food requirements know from long experience that production is not uniform with consumption. A lot of food is produced in a short time, say a few months, and is consumed over a much longer time. Naturally, that which is not consumed at once has to be stored and released as the demand arises. If the administrators of the food supplies had all the wisdom and all the goodness of the universe, they might be able to dole out their stocks in a way which would elicit no unfavorable comment, but probably they would not be able to do anything of the sort. There would always be some complaint.

By this campaign of "vigor and energy," some think the Administration is merely making inroads upon the supplies which have been put away against the requirements of next Winter or next Spring, or some other future time. On this ground the campaign may well be attacked as unsound. But this is not its only aspect. It may not be good economics, but it looks like sound psychology.

From the laboring man's point of view, his contest with the world is simply this: That he may perform enough services to society to allow himself and his family to exist in some comparative degree of comfort. Economic arguments do not appeal to him at all. It is a case with him of feeding and clothing and housing; in other words, of living. If he could stop living while the economists corrected the situation, he might be willing to listen to them. The economists tell him that commodity prices must be cut, and his services are included in the list of things to be reduced. Probably he would agree to this if, by some magic act, all commodities were cut at precisely the same moment. One of the chief reasons he is fearful of a cut in the price of the commodity he supplies is the fear that his will be the first to be cut, while others stay up. He wants his bread to come down first, so that there will be no interim of discomfort for him. The maker of the bread, when this is put to him, answers that he cannot reduce his prices until his cost of production is lowered, meaning that as long as wages stay high, his products will have to stay high too. Now the Government, appreciating that some arbitrary act is necessary to start the movement, is trying to lower the cost of bread to the consumer by marketing the stored-up supplies. There may be danger in this, danger of a shortage and accompanying high prices later on, but the situation at the moment is unusual and those at the head of the Government take the stand that heroic action is necessary and warranted. It is a case of psychology.

Deflation goes far beyond liquidation of labor. Deflation of credit is probably more important than deflation of labor. The President speaks of the necessity of keeping down the cost of production. If this means that, by greater efficiency and economy, production costs are to be kept on their present level, that is one thing. If it means that the dollar is to be made more valuable, to be brought to a state where one dollar will do the work now requiring two, for example, then the President should have gone further and pointed out that production costs must be reduced.

Now if one dollar is to do the work formerly performed by two dollars, that one dollar, measured in terms of credit, is worth more than one dollar was in times of inflation. It may not be worth twice as much, for there are ramifications which figure in to upset the equation, but patently it should be worth something more than the old depleted dollar. During the war the Government kept credit artificially cheap; partly that it might market its war bonds at a relatively low rate of interest and partly that business might be expedited. One of the expedients adopted in this respect was to keep rediscount rates at the Federal Reserve Banks low, so that individuals and corporations could buy war bonds and, when in need, could borrow on them at a low rate of interest.

The result was a partial stultification of the Reserve Bank's functions. After the armistice, as everybody knows, we ran into a great speculation, which was encouraged, to some extent, by cheap credit. When this speculation, which extended far beyond Wall Street and the stock market, had assumed very great proportions, the cry went forth that "something should be done" to check it, for it was leading straight to a very bad situation. The Federal Reserve system, lending heavily on Government war issues, virtually had its hands tied, because if it advanced its rediscount rate, which would have tended to check speculation, it would have upset its loan account, probably precipitating a heavy liquidation of Government bonds and seriously damaging their market, thereby not only curbing speculation but also hurting the mass of patriotic citizens who had purchased the securities.

The Reserve Board, in full realisation of the situation, did the only thing it could do under the circumstances; it issued a "warning" against overspeculation, and its utterances had some effect on the situation. Whether similar warnings will suffice in the immediate future or not is another matter. The problem presented here is a very grave one and will require masterful handling. As a matter of fact, this administration of credit facilities and resources is much more serious than the psychological handling of labor.

A famous British statesman, noted for his grasp of economic problems, recently remarked that if the whole world could stop thinking in terms of money, and begin thinking in terms of commodities and services, it would not take long to correct the present untenable situation. President Wilson says that by "rigid economy and saving" and by "increasing production" (of all necessary things) the solution will be found. They both get back to the same thing. If the United States produces 800,000,000 bushels of wheat worth $2,000,000,000 it is not so well off as it would be by producing 1,000,000,000 of wheat worth $1,000,000,000, unless wheat were entirely "out of line" with all other commodity prices. It is really in the volume of things produced that real wealth lies, and not in the dollar value of the things. "Work and save" is the cry being raised everywhere by far-seeing persons. If it were a case of primitive barter, that would be sufficient. But the ramifications of the social structure are so many that something more has to be done. Intelligent administration of all resources—goods, services, and credit—is the real need. And intelligent administration sometimes makes necessary the apparent flouting of economic law in the interests of psychology, that a certain temporary situation, influencing the general scheme, may be corrected.

GIRLS WHO GET HUSBANDS

Many mothers of pretty girls who have arrived at a marriageable age wonder how it is that other girls less prepossessing find husbands with greater facility than their own daughters do.

The girl who remains by her mother's side seeing her plainer but more winsome friends led to the altar is as often as not a girl who pays no attention to the hobbies and diversions that absorb the interest of others around her. She is generally languid, listless, pale-lipped and pallid. Pains in the back and limbs assail her at frequent moments; whilst faintness, lack of appetite, and irregularities of the functions frequently make her life wretched. A man does not want to add delicate health to his responsibilities.

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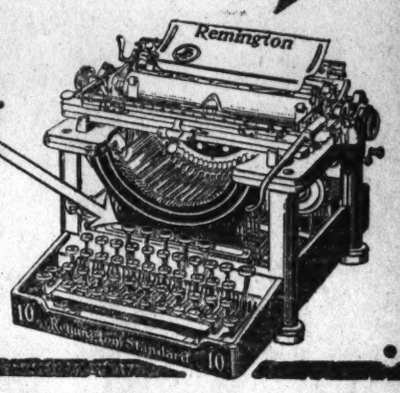

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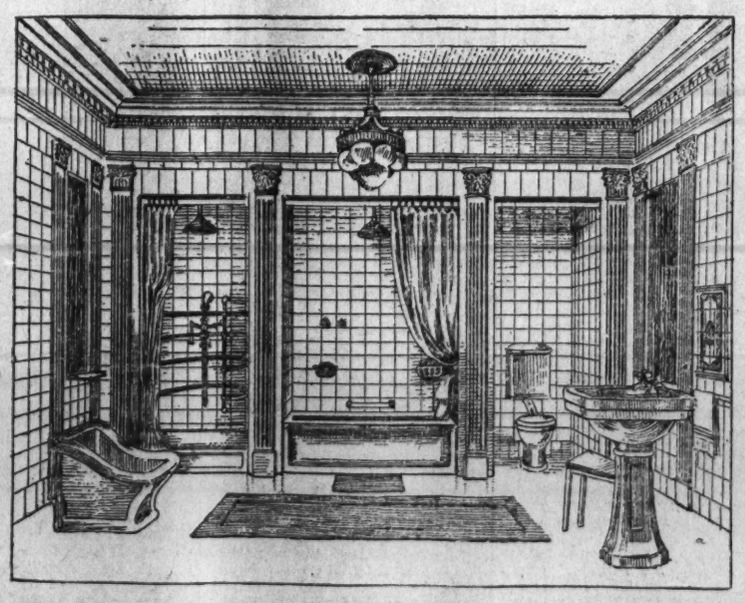

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Today's Church Services

Holy Trinity Cathedral.—Eighteenth Sunday after Trinity. 8, a.m., Holy Communion. 9:30 a.m., Matins. 10:30 a.m., Song Eucharist; Hymns 219, 260, 315, 322, 167. 3 p.m., Children's Service. 6 p.m., Evensong and Sermon; Hymns 247, 292, 23; Preacher: The Sub-Dean.

St. Andrew's Church.—Broadway. 10:30 a.m., Matins; Preacher: Rev. F. J. Natt, B.Sc. 6 p.m., Evensong; Preacher: Rev. Tracey Thomas.

Union Church.—11 a.m., Preacher: Rev. Frank Rawlinson, D.D.; Subject, "The supreme appeal;" Chant 99; Anthem, "What are these?", (Stainer): Hymns 123, 126. 6 p.m., Preacher: Rev. C. G. Sparham; Chant 67; Hymns 10, 372, 247, 697.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows:—Morning 11 a.m. by Rev. J. Goforth, D.D.; Evening 6 p.m. by Rev. J. Goforth, D.D.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m., Subject: "Doctrine of Atonement." Sunday School 10 a.m., Wednesday Testimonial Meeting 6 p.m., Reading Room open daily except Sunday 10:30 a.m. to 12:30 p.m. at 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

St. Joseph's Church.—Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m., High mass; sermon in English. At 4 p.m. Benediction of the Blessed Sacrement. Masses on week-days 6 and 7:30 a.m.

Sunday Service League.—Mr. Sidney D. Gamble will give an address this afternoon at 5 o'clock in the Martyrs' Memorial Hall.

American Song Service.—This afternoon at 5 o'clock, in the Banquet Hall, Palace Hotel (fifth floor), the Rev. W. E. Parsons will speak. Mrs. Goll H. Black will sing.

Flying The Flag By Means Of Fines And Floggings

(Japan Chronicle)

There is a Japanese monthly magazine published in Seoul of the title of Chosen and Manchuria. Its editor is Mr. Shakuo, a gentleman who, no doubt, is fully qualified for his task from the Japanese point of view, and may be taken as a representative of average Japanese opinion. Mr. Shakuo—we have the information second-hand from the columns of the Seoul Press—has been collecting opinion on what our diurnal Seoul contemporary describes as "a very unpleasant fact to Japanese,"—that the Koreans do not fly the Japanese flag at their doors on Japanese national holidays. Most of the gentlemen who contribute to Mr. Shakuo's symposium, all no doubt men of light and leading, are incensed to a greater or lesser degree at this national turpitude, but there is one interesting exception in the person of Judge Watanabe, the President of the Supreme Court. Mr. Watanabe has always been noted for his broad and liberal views since the time he was Chief Judge of the District Court in Yokohama, and his long connection with Korea, since he was appointed under the old Korean Government to the high position he now holds, gives him a special right to speak with authority on all that appertains to that country. But there is an uneasy feeling that Mr. Watanabe is not voicing the feelings of his countrymen when he says "it is open to doubt whether it is wise to force Koreans to fly the Rising Sun on national holidays." Even if Mr. Watanabe is so far at one with the other contributors to the symposium that he considers the failure of the Koreans to fly the Japanese flag as "a matter of reprehensibleness," his idea that "people should not be coerced to show their sentiment" in the matter of patriotism must, we feel sure, leave his countrymen rather cold. Mr. Shakuo, the editor of Chosen and Manchuria has no such misgivings. He is a full blooded whole-hogger, and his opinion gives one furiously to think. He regards the Koreans who refuse to fly the national flag as traitors, who reflect contempt on the prestige of the Japanese Empire, and he advocates the infliction of punishment on all such Koreans by fines and flogging. Chosen and Manchuria is evidently not a journal designed to reconcile the Koreans to their lot by means of suavity or persuasiveness. It advocates no policy of "forgive and forget";—rather it wants to remind everyone all the time of the superiority of a certain country.

Mr. Shakuo is no doubt a product of his age. He is the fine flower of the educational seed which has been planted in Japan during the last twenty years under the personal supervision of the Government, in the name of unification of thought. To be disappointed at the results would be absurd; one might as well be disappointed with water for being wet or with the sun for being hot. If you teach the youth of a country that they are "the chosen people" it may be depended upon that they will feel like Mr. Shakuo. Narrowness of view is not difficult to maintain; the difficulty is to broaden it. Men are born with narrow views and if the education they receive fails to broaden them they carry their narrow views to the grave. Catch youth at its receptive age and impress upon it that its thoughts must not pass over certain boundaries, and the chances are the boundaries will be regarded as limiting the area of possible thought outside which lie mere speculation and hopeless mental wanderings. Education on this principle is not designed to teach youth to think; all the thinking required is done for it: it has but passively to absorb. And so it comes about that Mr. Shakuo as representative of the average Japanese mentality, would fine and flog the Koreans into "patriotism" as he understands it, the outward—and perhaps the inward—manifestation of which is the flying of the national flag, which is regarded as upholding the prestige of the country. The prestige of Japan, it is to be hoped, rests on a somewhat securer base than this, although gentlemen of the mental caliber of Mr. Shakuo are continually endeavoring to base it on truculence and bombast.

The editor of the Seoul Press did not contribute to the symposium, but we are quite ready to believe that this is not why he calls the contributors, except Judge Watanabe, "fools." The fact is that Mr. Yamagata has turned over a new leaf and is engaged in filling the new one with protestations as to his willingness to criticise everything and everybody. So now he decides that "if anybody thinks that, because the Korean people show the Rising Sun and Korean children lustily sing the national anthem on Japanese red letter days, they really love the Empire and are its loyal citizens, he is a fool." This seems almost cruel considering how far symbolism is carried in Japan—almost to the endowment of the symbol with a supernatural power to effect a change of heart. No doubt the contributors to the symposium in Chosen and Manchuria regard the mere contemplation of the Sun Flag as productive of good effects in the way of loyalty, while the act of displaying it will subconsciously inculcate the advantages of being a subject of the Japanese Empire. Does not the successful advertiser rely upon the principle that if you say a thing persistently enough the public will eventually come to believe it is true? Applying the same principle to the recalcitrant Korean, would not the very act of displaying the Sun Flag ultimately convince him of the advantages of being a subject of this country? The beginning may be a little difficult, but Mr. Shakuo's fines and floggings will overcome that. It is true that for many years the Koreans have been displaying the Sun Flag under more or less compulsion and seem no more inclined to do it voluntarily than they did at the beginning. But patience and perseverance work wonders. The esoteric influence must get in its deadly work some day, and then inquiries can be made of Mr. Yamagata as to who is the wise man and who is the fool. Indeed, it would be possible to argue that Mr. Yamagata's sudden passion for the truth is inopportune. He won't play at "pretending" any more, and is making fun of those who want to go on with the game, which, as everybody knows, is a very amusing one—and who knows it may

(Continued on Page 15)

Europe Turns Again Toward A Balance Of Power

Confronted With The Threat Of A New Teutonic Alliance, France Seeks Aid

By Frank H. Simonds
(McClure Syndicate)

Two weeks ago I endeavored to describe the contemporary situation in Europe, pointing out that the league of nations idea had encountered almost impassable obstacles in the spirit of nationality and in the claims of race.

In the present article I am going to try to discuss the European substitute for the league of nations which for nearly three centuries has served, not to prevent war, but to prevent any one nation from achieving the domination of Europe and the world. This is the principle of the balance of power, and, unless every sign fails, Europe is now unmistakably turning toward this system.

As I have often pointed out in my articles, at the Paris conference the United States was the only country which greatly believed or was deeply interested in the league of nations proposal. Next to the United States Great Britain was most interested, but British interest, so far as it was spontaneous and convinced, restricted to an extraordinarily small circle of so-called Liberals. British support at Paris for the league of nations idea had nothing in the world to do with the league of nations. It was merely a detail in a policy. The British undertook to support the United States wherever and whenever such support did not connict with her vital interests.

Now, with the German fleet destroyed, German colonies in British hands, and Germany as a commercial rival temporarily paralyzed, the material objectives of the British in the war which the Germans had forced upon them were achieved. The British had not to fear any immediate resumption of German attack. They could afford to experiment, and if the result of the experiment was not the creation of a league of nations but merely an association between the United States and Great Britain, all legitimate British interests would be safeguarded.

British Leaders Sought Friendship Of U. S.

What I mean to say is, British statesmanship was not enamored with the league of nations idea, but the British leaders saw plainly the value of the United States to the British in the future, and the permanent gain if enduring friendship resulted. Therefore, the British said: "Since the league of nations can do us no harm itself, and it may be the beginning of an Anglo-American alliance, let us support it, provided only the question of the freedom of the seas is not involved or the disposition of the German colonies questioned."

The essential thing to recall is that the United States could advocate the league of nations idea because it was totally removed from Continental perils. The British could afford to risk the experiment because they had the Channel between them and the mainland, and the challenge of German sea power had been answered.

But the situation with respect to France was different. As a land power Germany had not been broken with anything like the completeness with which she had been wrecked as a sea power. It is conceivable, it is on the whole likely, that within a quarter of a century—which is nothing in the life of nations—Germany will reappear as a great military power, precisely as Prussia, in the seven years that separated Jena from Leipsig, remade her military strength. Since Germany has sixty millions of people and France forty millions, and since Germany is certain to increase her population at a far more rapid rate than France, French inferiority in the face of Germany must be accepted. The French, therefore, could not afford to run any risk. They might consent to see the league of nations idea tried, but while it was still an experiment they would have to seek some other insurance, for, if the league of nations proves as ineffectual as The Hague Tribunal, France might find herself twenty-five years hence helpless in the presence of Germany.

France Sought Two Forms Of Insurance

As a consequence, France has sought two forms of insurance. She accepted the league of nations experiment only when it was underwritten by an Anglo-American military guarantee. This in itself would have been sufficient had it not been for the fact that almost at the outset it was discovered that American opposition to this alliance was strong and that there was a very great possibility, even if such an alliance were formulated, that the circumstances of the American political situation might be such that the pact would be repudiated or ignored. In other words, what has happened in the last three months in Washington has clearly demonstrated to the French that in the face of a possible German attack in the future they might have to expect long delays before America finally decided to send troops to Europe. There remains, of course, the British support, but it was patent that in the situation bound to develop in Europe Anglo-French military resources would be as insufficient to defeat Germany as they proved, even with the temporary assistance of Russia and of Italy, in the recent war.

Accordingly, we have seen in the last few weeks the development of a French policy to restore the balance of power in Europe by building up an association of Continental states which shall be sufficient to make head against a new German group of powers. For I do not believe that any one in Europe seriously believes that Germany will permanently accept the condition in which the last war has left her.

French diplomats, the architects of a new Continental alliance, have found themselves in the presence of certain facts. There were among the new states created by the war three which, in the nature of things, would not adhere to the Central German group. These three were Poland, Czecho-Slovakia and Jugo-Slavia. In addition, for reasons which are so obvious as not to need to be recapitulated, Belgium would fall in the same class. Such a group, then, would represent the following population: Poland, 250,00,000; Czecho-Slovakia, 11,000,000; Jugo-Slavia, 12,000,000, and Belgium, 7,000,000—in all, 55,000,000.

Reason For Making These States Anti-German

As to the reasons for assigning these states to the French, or rather anti-German group, they are plain: As a result of the Treaty of Versailles, Poland acquires more than 20,000 square miles of German territory and more than 4,000,000 people formerly subjects of the Kaiser. The new boundaries not only separate East Prussia from the balance of Germany, but bring the German frontier back within less than 100 miles of Berlin. Moreover, from the beginning of modern history this intermixture of German and Polish population has resulted in hostility, and the last settlement only accentuates the bitterness.

As to Czecho-Slovakia, the situation is only slightly different. The Czechs have long been brutally oppressed by the German element in the Austro-Hungarian Empire. The new Czecho-Slovak state includes a German minority of not less than 3,500,000, which will continue to demand union with Germany, while the almost certain gravitation of German-Austria to the German Empire means that the Czecho-Slovaks will find themselves well-nigh surrounded by German territory. German expansion southward is almost impossible while the central highlands of Europe are in hostile hands. Therefore, despite a temporary disagreement between the Poles and the Czecho-Slovaks over Teschen, it is certain that the Czecho-Slovaks, to preserve their independence, must look for help outside and to those states which also feel themselves menaced by Germany.

As to Jugo-Slavia, Anglo-French as well as American championship of Servian claims along the Adriatic, Allied assistance during the war, the treatment of the Serbs themselves by Germany and her allies, these and a multitude of other circumstances make for association in the anti-German group, while the probability that Italy in the end will return to a German alliance is an even more potent factor.

France, then, finds on her hands 55,000,000 people living in three new states, all exposed to German attack quite as much as France, all having suffered in past centuries through German or Austrian-German oppression.

Now, as against these assets, there are certain immediate liabilities. Exactly as certainly as Poland, Czecho-Slovakia and Jugo-Slavia are to fall in the anti-German group, German-Austria, Hungary and Bulgaria are destined to be allies of Germany in the future, as they have been in the recent past. To Germany's 60,000,000 there are, then, added 7,000,000 German-Austrians, 8,000,000 Hungarians and 5,000,000 Bulgarians—20,000,000 in all, making 80,000,000, as contrasted with 95,000,000 in the group of which France, with a population of 40,000,000, is the center.

It needs no explanation to indicate why the German-Austrians will again associate themselves with the Germans, since they have already asked for union with Germany. Hungary, with large portions of her territory taken by the Czecho-Slovaks and the Jugo-Slavs, with the assistance of the Western allies, must continue to cherish the dream of a re-conquest of her old estate, which is only to be attained by retaking from Czecho-Slovakia and Jugo-Slavia territories which were her own before the last war. As for Bulgaria, the fact that the Jugo-Slavs, Bulgaria's traditional enemies, have joined the anti-German group would in itself, were there no other reasons, bring Bulgaria into the German camp. But the Allied decisions with respect to Bulgaria at Paris have wrecked the Bulgarian dream of expansion and bestowed upon the Servian and the Greek territories the Bulgar has fought three wars to possess and is almost certain to seek in a fourth war.

There remain three nations whose course might be assumed to be doubtful. These are Italy, Rumania and Greece. So far, a French coalition of 95,000,000 against a German group of 80,000,000 possesses numerical advantage, although Germany, occupying the central position and having territorial contiguity with all her friends save Bulgaria, possesses an advantage sufficient at least to offset the element of numbers. And since the situation as between the two groups is one of approximate equality, it becomes a matter of life and death for both to obtain the adhesion of the remaining and doubtful states.

Frenchman Forced To Make Enemies For Himself

Here we touch upon a circumstance of the recent events in Paris which has seemed to be obscure to the majority of Americans. America has been perfectly willing to affront the Rumanians, the Italians and the Greeks, denying to each one of them the realisation of their territorial aspirations, because if the League of Nations experiment should fail there would be no danger to the United States in the hostility of Italy, Bulgaria and Rumania, even if all three joined the German group.

England has, on the whole, though with certain shades of reservation, agreed with American policy over Fiume, Thrace and Transylvania, because, as a result of the destruction of German sea power, England does not feel herself immediately concerned, and such risks as are incident to following the American course still seem to Englishmen a not excessive price to pay for association with America in a friendly understanding.

But no such attitude of mind is possible to the Frenchman. He not only sees the League of Nations as an experiment which flies in the face of all his experience in a long history, but finds himself asked to associate with Great Britain and the United States in raising up enemies for himself, whose hostility may be fatal to him, in order that this League of Nations experiment may be tried. He finds himself asked to invite the resentment of Italy, of Rumania and of Greece, when his own future may be sacrificed as a consequence. He knows that if Italy had remained true to her German alliance in 1914 and invaded France on the southeast when Germany came down from the north, he would have been conquered.

I wish I could make it clear to my American readers that it is not imperialism, militarism, innate and essential evil, which underlies French policy today, but an effort, with the lessons of the immediate past as well as the remote past in mind, to guard against a repetition of the invasions which for centuries have periodically overwhelmed the French people. The great protest in France today against American policy lies in the fact that America, with perfect impunity so far as she herself is concerned, is arousing animosities and resentments which on the day of judgment will react against the French, without any certainty that America will be there to help them bear the burden.

Hostility Created Between France and Italy

Now, the consequence of Mr. Wilson's course in the matter of Fiume, a course, in my judgment, honest and right from the point of view of justice, has been to create a hostility between France and Italy far more intense than that which existed between Italy and Germany at any time during the recent war. The Italians have killed French soldiers in Fiume. The Italian press is filled with denunciations of France, with threats and menaces for the future, simply because France gave tacit support to Mr. Wilson's course with respect to the Adriatic question.

Now, so far as anything human is certain, it is inevitable that Italy will, at no distant time, rejoin Germany. She has acquired from Austria those provinces which for half a century have been the goal of Italian patriotism. There is no further jealousy between the Germans and the Austrians on the one hand and the Italians on the other, while Germany and Austria, like Italy, have a permanent feud with the Jugo-Slav and with the Frenchman. To add Italy's 40,000,000 to the German group is, then, to destroy any balance of power in Europe. Not only do we have 120,000,000 against 95,000,000, but the French group is separated by the compact mass of its enemies.

In precisely the same way that the French, following Mr. Wilson's policy, have been separated from the Italians, they see themselves daily being separated from the Rumanians. American policy, which has said "No" to Rumanian claims and Rumanian demands, has alienated 15,000,000 Rumanians, not alone from America, not alone from Great Britain, neither of which is much concerned about the course Rumania may take twenty-five years from now, but from the French, who see, as a result of the course of their allies, the peril of the return of the Rumanian people to their old alliance with the Germans and the Austrians.

Whatever one may say of Italy, the adherence of Rumania to the French group, both as a matter of sentiment and as a matter of policy, seemed assured a few months ago. Hungary was Rumania's traditional enemy. From Hungary Rumania had taken very large areas of territory, which, although populated by a Rumanian majority, contained a large Hungarian minority. Here was the basis for permanent hostility between the Hungarian and the Rumanian peoples, and in the nature of things, Hungary would go to the German alliance. But Rumania has been so treated in the peace conference and by her allies that there is every possibility not alone that she will remain outside the French group, thus depriving France of a new ally, but that in the end she will be drawn into the German group.

Indignant Protest Of Greece Is Aroused

The same situation has been created in Greece in recent days. American championship of Bulgaria against Greece has roused the indignant protest of the whole Greek race. Greece, like Rumania, was a natural ally of France. Her differences with Bulgaria and with Italy insured that 8,000,000 or 10,000,000 Greeks in the new Hellenic state would have promptly joined the French group in any new clash. But, dragging the French along with us, we have affronted the Greeks, denied their claims, recognised Bulgarian demands which were hardly worth notice, and the result has been the alienation of large portions of the Greek population, not all of which by any means, was pro-Ally.

The Frenchman sees, then, that, as a result of American intermixture in European affairs, as a result of American effort to impose a league of nations upon the world and as a consequence of French association with the the United States France finds herself opposed on the continent today not merely by a group of powers whose union and alliance was natural, but threatened with a coalition between these powers and three states which in the nature of things would have been attached to the French group had America not pursued the course she did at Paris. The Frenchman sees that, together with his friends, he will number only 95,000,000 on the Continent while the German-Italian group will number 120,000,000, and he sees that 25,000,000 Greeks and Rumanians who, associated with him, might have preserved the balance of power, are being driven over to the German camp by the American course.

Now, the Frenchman has, in addition, an alliance with America and with Great Britain, which has been accepted by the British and is still under debate in America. If it is adopted by the United States, as it has been by Great Britain, the French position, though still difficult and perilous, would be infinitely better.

Would Have America Accept French Alliance

Of British support he could be reasonably sure, since Great Britain can never afford to have France conquered again by Germany, and the arrival of German armies at the Channel would be a deadly menace. But Great Britain and France, with their smaller allies separated from them by the group of hostile enemy powers, could hardly expect victory in another war unless the United States or Russia stood with them, and for the future there is every possibility that Russia, whether Bolshevist or reactionary, would stand with the Germans.

That is why it seems to me there is now no honorable course for the United States other than that of accepting the French alliance and ratifying the Paris alliance. The course of our diplomacy at Paris has had as a natural and inevitable consequence the driving of Italy, Rumania and possibly Greece into such hostility to France as may, and in the case of Italy almost certainly will, make them allies of Germany in any future war. To abandon France now, having done this, and having, in addition, compelled France to surrender her claim to hold the Rhine barrier, her military guarantee, would be nothing short of a betrayal of the French nation. Moreover, to abandon France and leave her alone, open to attack by enemies whose hostilities are a result of our policies, not hers, would be to invite a new war, not to prevent war.

At the present hour France and French policies are the targets of a campaign by so-called liberals, both in the United States and in Great Britain, at the moment when the United States, with no European frontier and, as a consequence of the last war, becomes the strongest nation in the world, is hesitating to ratify a treaty of peace in which the league of nations is an essential detail, because of peril to itself. Americans are criticising France, terribly weakened by the war and with an open frontier imposed upon her by American representatives in Paris, because she is seeking some physical protection against a danger which becomes imminent if the league of nations fails. France is being denounced as imperialistic and as militaristic because she is not willing to rely upon words alone as a protection against an enemy who has twice in less than half a century, without the smallest justification, invaded her and wasted her territories with the frank purpose of destroying her as a nation. A more cruel, a more unjust campaign is inconceivable.

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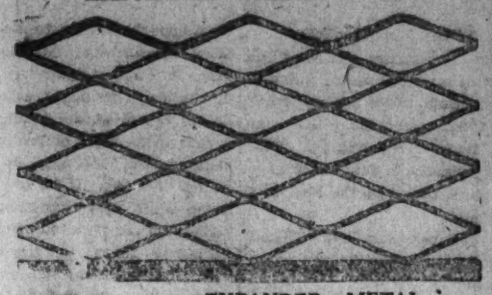

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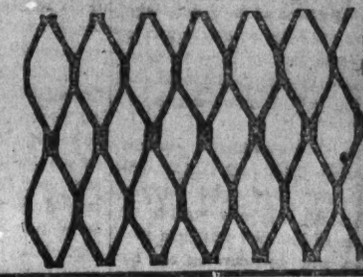

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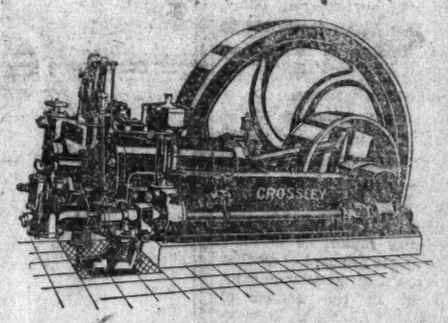

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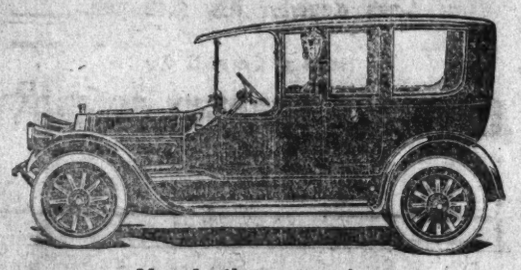

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Musical Matters

By Ronald B. Hurry, Mus.B.

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The Russian Grand Opera Company's productions have been, up to the time of writing, very fully attended, and a successful season would seem to be assured to the company. Of the artistic success there was never any doubt.

The management was, of course, completely justified in making the increase over the usual A. D. C. prices, about which some demur was made at first. It was a pity to try to attach blame to the A.D.C. on this score; but the friends of the club need not be hurt at that. Nothing makes the newspaper-reading public think more kindly of either a person or an institution than an unmerited attack. When anything is held up for admiration or worse still, never is the subject of attack, the public, rather like Phil May when offered a cigar, wonders—"what is the matter with it?"

I suppose a sense of this is what makes most newspapers prefer a studied moderation in either praise or blame; certainly a lack of such a sense leads a certain type of aggrieved correspondent to over-state his case, so that he is more likely than not to benefit the adversary he seeks to damage.

The sort of correspondent on opera prices who wants to know "what right have the company to deprive him" (with his moderate means) "of the enjoyment of good music," and so on, should spend a happy day in a round of the stores where grand-pianos and talking machines are not given away. A few similar questions of his addressed to the managers and staff should be profitable in some terse repartee. But the aggrieved objector to any particular price he is personally not prepared to pay has a genius for retaining his grievance, and would perhaps learn little by the experiment suggested. No one would make a joke (even as thin as this one) at his expense in the monetary sense; it is only his reasoning we think funny. If he can't afford it, he can't and there's an end on't.

* * *

In Italy, Verdi's operas have often had such an effect that the foreign visitor has sometimes wondered at his own comparative coldness. When Italy was under an Austrian censorship, the theater was the only place where applause or disapproval of political doctrines and sentiments could be safely indulged. Into the words of operas, passages were ingeniously inserted which had a political meaning. The wildest enthusiasm endorsing such sentiments could be under cover of the usual applause accorded the singer and opera. Verdi's admirers even shouted his name in a political anagram which for a long time eluded the scrutiny of the hated Austrian; thus, "Viva Verdi" meant "Long live Victor Emanuel King of Italy."

Viva
Vittorio
Emanuele
Re
D'
Italia.

George Meredith's novel "Vittoria," sequel to "Sandra Belloni," has a climax in which the words of the *prima donna* are intended to give the signal for the rising of the people against their oppressor; the singer's name, Vittoria, being taken as augury of success. The present time and the position at Fiume offer something of a parallel, when Italy's foremost figure in letters defies the government to rouse the army and navy to dislodge him.

* * *

When Mr. C. B. Fry first entered the world of sport and athletics in magazine-form, "Punch" announced that "this well-known journalist is said to be something of a cricketer." I have not yet found anyone who has perpetrated the companion inanity, "M. Paderewski the head of the new Polish State, is said to be quite a good pianist." But it is singular that the pilots in charge at two of the storm-centers of the peace settlement should be men whose walks in life were formerly artistic, d'Annunzio in literature, and the great pianist. (The close connection of letters and notes is almost too obvious to point out). Perhaps a Chinese philosopher will take possession of Shantung in a balloon to make a trio.

To the dramatic artist the step from a player's part to sober earnest is sometimes made with startling suddenness. Fortunately, the majority readily embrace less moving roles in real life than those they give to the world in show. And yet, those of us who are not completely philistine, sometimes wonder if it is so very fortunate.

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Flying The Flag By Means Of Fines And Floggings

(Continued from Page 14)

not turn out to be all quite true some day? Would it not have been better to keep up the game as unconcernedly as before?

But Mr. Yamagata has threatened to shake the dust of Korea off his feet if he finds the Government of the peninsula going along in the old bad way, and he is determined to rid the officials of delusions. He must be encouraged along his new path, since the first essential of reform is to realise the actual position. It is not to be supposed that he is sarcastic when he suggests that the Japanese "must be patient and wait until they clearly understand the benefit of being subjects of the Empire," but the remark does suggest that the benefits can not be shown to advantage in making the Koreans a subject-race, in administering punishments unknown in Japan, in depriving Koreans of all responsible positions and in generally exploiting the country for the sake, not of the inhabitants, but of the Japanese. To make the Koreans understand the benefits of Japanese rule there must not only be increased safety of life and property but also increased opportunity. The Koreans who have seen the Japanese crowding into the peninsula and picking out all the plums, will require some persuasion that it is all for their good, but the persuasion must be otherwise than that recommended by Mr. Shakuo of fines and floggings. There are no doubt some Japanese who do realise that the annexation of Korea does leave the Koreans some rights in their country, but it is to be feared that the official training is all in the direction of producing truculent patriots of the type of the editor of Chosen and Manchuria.

THE GRANITE MOUNTAIN

TO CARL SANDBURG

(From Reedy's Mirror)

I know a mountain; lone it lies
Under wide blue Arctic skies.

Gray against the crimson rags
Of sunset loom its granite crags.

Gray granite are the peaks that sunder
The clouds, and gray the shadows under.

Down the weathered gullies flow
Waters from its crannied snow;

Tumbling cataracts that roar
Cannonading down the shore;

And rivulets that hurry after
With a sound of silver laughter.

Up its ramparts winds a trail
To a clover-meadowed vale,

High among the hills and woods
Locked in lonely solitudes.

Only wild feet can essay
The perils of that cragged way.

And here beneath the rugged shoulders
Of the granite cliffs and boulders,

In the valley of the sky
Where tranquil twilight shadows lie,

Hunted creatures in their flight
Find a refuge for the night.

LEW R. SARETT.

FEET---OR WINGS?

(From The Atlantic Monthly)

O tethered spirit, take for mate
No swallow-winged and windy one;
No wanderer strange and passionate
Beyond the strongholds of the sun.
And, winged one, beware that thou
Cast out to stars no earth-bound child.
Loving the hearth-smoke and the bough
Of lilac more than flight too wild.

Choose loneliness, before the slow
Torture of twisted leashing strings.
Love should not be too blind to know
If the beloved hath feet—or wings!

FANNIE STEARNS GIFFORD

THE PRICE

(From American Poetry Magazine)

I used to love all nature so—
The river's sweep, the sunset's glow,
The fields and woods, the pure fresh air—
The golden hours so free from care
I wandered where'er fancy bade—
A gay and careless happy lad.

But Time Ambition's seed instilled;
I was with strong desire filled
To win great rank and wealth and power;
I filled with toil each fleeting hour:
And then, at last, I reached my goal,
But oh, alas, at what a toll!

Gone is my old and keen delight
In sunny day and star-lit night.
Alas, one impulse rules my brain—
The wish for greater power and gain.
I sigh for that gay, careless lad,
Would gladly give my hoarded pelf
For golden youth—my better self.

Friends plead, "You're wealthy, honored, great—
Life lies before you—pleasures wait."
I only shake my head and say:
"I have forgotten how to play!"

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Music And Alcohol

(From The Kansas City Times)

A speaker at a musical gathering in Pittsburgh, quoted "Musical America," announced his fear that prohibition would increase the demand for light and frivolous music. "Deprived of alcoholic beverages," he said, "intoxication by music will be sought by those whose emotional vibrations attune them to such a stimulant." The result, he concludes, will be much musical composition of an "inebriating" and other undesirable character.

The inference that the age of booze was not productive of the kind of musical composition he deprecates will hardly stand. What produced jazz, we wonder? We won't undertake to say, but it doesn't sound exactly like a W. C. T. U. convention to us. What sort of emotional vibrations were the musical revues of the last twenty years written to catch? But we don't need to be confined to the moderns. What of that Venice that would always leave off talking to hear Galuppi play? Didn't Browning say he was equally good at grave and gay? We judge that those balls and masques burning ever to midday, when they made up fresh adventures for the morrow, were not danced to measures entirely wanting in emotional attunements, even though Venice did not lack the stimulant we are now deprived of.

On the whole—bah! Music will continue to be good and bad as it always has been, irrespective of the habits of the age. If the age of alcohol produced a "Salome" so did it a "Messiah." The age of restraint probably will not do worse or better.

The Persistent Dead

(From The Baltimore News)

The army, the War Department announces, will be back to peace strength by September 30; and the body of John Barleycorn, which lies mold'ring in the grave, stirs uneasily.

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RATIFY PEACE NOW, SAYS HOOVER AT PIER

Head Of Relief Work, Back From Europe, Declares Action Is Necessary

UPHOLDS NATIONS' LEAGUE

Reconstruction Impossible Until Compact Is Approved By America

New, York, September 14.—Herbert C. Hoover, Director General of Relief in Europe for the United States, returned yesterday on the Cunard liner Aquitania, accompanied by his wife and his son Allan and Lieut, Commander George Barr Baker, Robert A. Taft, and Lieutenant S. T. Tyng.

Mr. Hoover is reurning to civil life and will not go back to Europe again in connection with relief work. He said he was glad the work was finished and he never cared to see Europe again. In the last five years he had spent only nine months with his family, he said.

The most important thing for America to do, in his opinion, was to ratify the Peace Treaty at once. "America's task," he said, "is as great today, or greater, than it was when the armistice was signed, but of a different character. America's task is to assist the rest of the world in the restoration of economic conditions."

In an interview at the offices of the American Relief Administration European Children's Fund, at 115 Broadway, of which he will retain the Chairmanship, Mr. Hoover said:

"The outstanding need of the world, of course, is the completion of peace. Peace does not exist until the treaties are completed. Until peace is made, Europe cannot get back to work and production. Every day's delay brings new dangers. Until peace is consummated, none of the European countries which have been at war can borrow money; none can reorganise their internal finance; raw materials cannot be obtained; industry cannot be restarted.

"In the meantime, 75,000,000 people in Europe are living from Government unemployment doles. Virtually no Continental Government knows where its boundaries may be; it is therefore, impossible to restore communications by river, rail, telegraph or post, except such as are working under the limited arrangements set up by the American Relief Administration soon after the armistice. There is no political or social stability possible.

Cites Case of Poland

"Consider one single instance out of the eighteen countries that could be cited in Europe—the instance of Poland. Here is a Government, spread over 35,000,000 people, now only six months old, a country devastated by famine and destruction. A third of their land is out of cultivation because their agricultural implements have been destroyed. Their people are cold and underclad.

"These people have been under repression for a century to the extent that there is scarcely a living Pole with experience in government. Yet these people have put down Bolshevism. They have restored order. They have established all the normal functions of democratic government. They have an organised and disciplined army.

"We have taken the lead in all the world in demanding the restoration of the independence of Poland and we have some moral responsibility in this matter. What do we find this new Government struggling against? First, they are holding a line 1,500 miles long against the Russian Bolsheviks. In this service they are the outposts of civilisation. It is a service they must perform for the rest of the world.

They have even greater burdens. The German army is gradually pulling itself together in discipline and reorganisation. It has certainly an effective body of 400,000 men under arms with large equipment. It has a large number of troops massed in Silesia. These troops are persecuting the Poles to influence the conditions under which the plebiscite is to be taken that will determine whether their territory goes to Poland. Nothing can be done until peace is complete. When peace is ratified, the allied and associated powers can place troops there to see there is an unterrified ballot, but until ratification the German persecution and terrorism can continue.

"Further than this, upon the ratification of the treaty, certain sections of East Prussia are transformed to Poland without plebiscite, as the population is wholly Polish. When I left Europe, the Germans were busy hauling the entire harvest out of this section into Germany, and there is no possibility of intervention until peace.

Rehabilitation Marking Time

"The boundary lines between Poland and Czecho-Slovakia and Poland and Lithuania are not to be determined until after peace is ratified. There is a good deal of friction along these lines and this has demoralised coal production in that area until railway services are being suspended for lack of fuel.

"Again, the Peace Treaty calls for the division of the railway rolling stock and the river craft in Europe. This cannot take place until after the ratification. In the meantime, every State is holding its material with the hope of keeping it. The result is that traffic between States is fearfully impeded, and continues at all only as the result of agreements set up by my administration providing a plan to return rolling stock to its original location.

"Again, until peace, Poland has no outlet to the sea except through German territory, and the Germans do not facilitate traffic. The treaty provides that Danzig is to become a free port under the League of Nations. The Germans are refusing to feed Danzig because they do not wish to exhaust their foodstuffs on a city that will become non-German. The only way Danzig is being fed is by draining the slender food resources of Poland.

"With all these pressures, it is impossible for Poland to arrange foreign loans. She is unable to provide raw material; her textile mills are idle and her people are in rags. There can be no hope of rehabilitating economic life and of assuring the political independence or stability of these people until peace is completed. This is typical of fifteen other States in Europe. The whole economic and political life is in a state of suspension that in many particulars is even more disastrous than war."

Calls League of Nations Vital

"What do you think of the League of Nations?" was asked.

"I believe in a League of Nations, or something as nearly like one as can be obtained," he replied. "The treaty is constructed around the theory of such a League, not around the philosophies of the balance of power.' If the League is not carried, the whole Peace Treaty will fall to the ground.

"There is not a frontier in Europe," he continued "where there is not economic friction. They can't even reconstruct transportation until the treaty is ratified."

"Do you think the League of Nations will stop war?"

"It will be a step in the right direction, but it will not cure all the evils of the world overnight. The people of Europe want an immediate peace and never to have a great war again.

"The question of food conditions in Europe at present is purely a question of credits. The Governments are in a position to transport food, if they can obtain credit with which to purchase it. Several smaller countries, like Servia, Bulgaria, Hungary, and Czecho-Slovakai can carry themselves through the year without assistance. Poland needs imports, as do the neutral countries and Finland, England, France, and Germany. The methods by which credits are to be established must be worked out here."

Mr. Hoover said he believed the United States has passed the crest of high prices, and that prices would fall now because of economic reasons. He also believed the danger of Bolshevism spreading throughout Europe had passed.

Mr. Hoover will spend a few days in New York. He will be entertained Tuesday night at the Waldorf-Astoria by the American Institute of Mining and Metallurgical Engineers at a reception and dinner in his honor. Later he will go with his wife and son to his home at Palo Alto, Cal., which he has not visited since the Summer of 1914.

Major Lees' 250-Foot Drop From Plane Proves Safety Of 'Guardian Angel'

Major Orde Lees, who was a member of the Royal Flying Corps of Great Britain during the war, leaped from a seaplane from a height of 250 feet with his parachute, which he calls the "Guardian Angel," and landed lightly in New York Bay. His feat was considered remarkable because of the fact that he was up not higher than 250 feet. He did it to prove that the "Guardian Angel" would act instantaneously and check a fall at a very low altitude. The seaplane was piloted by Lieutenant-Commander McCullough, who was pilot of the NC-3 on the trans-Atlantic flight. The insert shows Major Lees, and the other photo shows him swimming in the bay after landing.

GIRL, BRAVING REDS, GUARDED U.S. EMBASSY

Miss Sante's Courage And Loyalty In Petrograd. By Acting Secretary Phillips

Washington, September 10.—Acting Secretary of State Phillips today announced that the looting of the American and other foreign embassies in Petrograd has been confirmed by an investigation made for the department, the results of which were reported in an official cablegram that was received toady.

Under the date of September 6 this message stated that the Bolsheviki, during the middle of July, sacked the American Embassy, which has since been used for housing the families of some of the Communists. Most of the foreigners who have been taken into custody by the Bolsheviki in these violations of diplomatic premises have now been sent to Moscow.

In the raid on the American Embassy Miss Karin Sante was at first put under arrest. Later she was released but sent to Moscow with the other foreigners. The Misses Kennedy and Leviagine, who were also employed by the American representatives at Petrograd before the departure of the latter from the old Russian capital, were not molested. None of these was an American. Miss Sante is a Finnish employee of the embassy. Acting Secretary Phillips said today that she had with great courage and loyalty consented to remain in charge of the embassy premises and archives. She has been a stenographer and clerk at the embassy. Most of the archives had been removed from Petrograd before the embassy was sacked.

Recently an emissary, not an American, went into the territory of the Bolsheviki to ascertain the facts regarding the looting of the embassy. He was shot and killed by the Bolsheviki. The second sending of an emissary, however, was successful and resulted in the complete telegraph report to the State Department.

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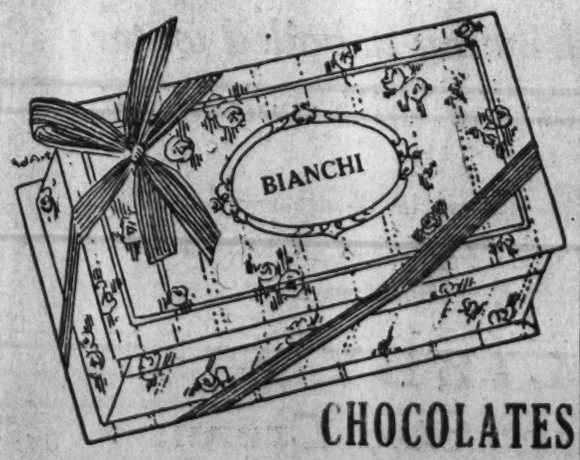

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Saratoga's Gayest, Maddest Season Ends With Racing And Gambling In Full Swing

New York, September 7.—Revival of gambling in all forms at many cities and resorts scattered over the country has given the newspapers something to talk about besides the high cost of living and industrial unrest. Poolrooms where men may bet to their hearts' content on their favorite horses are flourishing in New Jersey. Regular gambling houses where devotees of roulette, faro and dice may indulge their fancy are also open in New Jersey and in New York City although here one has to be introduced or bring with him a card from some one "known to the house." On top of this, a huge project to establish a Monte Carlo in Cuba, has been floated, Saratoga, where the season has just closed, was wider open this year than at any time since the days of Canfield, and the stakes both at racing and at roulette were far heavier than in Canfield's palmiest days.

Newspaper investigations reveal a state of tolerance on the part of both officials and public. The war, they find, has changed a good many things. The public has plenty of money and it wants to do something with it. The country is fairly dry now and getting drier. The cabarets no longer interest because they lack the spirit of gayety that wine and liquor formerly awakened. The New York Sun made an investigation of the situation at Saratoga. The following excerpts from the resulting article will show the state of affairs at that resort, more or less typical of those prevalent at other resorts:

Freed from the depression of war, the people of Saratoga looked forward to the month of August, 1919, as did the children of Israel to a year of corn after seven of famine. And what they desired has indeed come to pass.

The greatest race meeting in point of attendance and the transfer of money from man to man inevitably has affected favorably the finances of a great many chronic residents, who strive to please and are rewarded commensurately. So Saratoga just now is bursting its buttons and it is doubtful if the old suit will ever fit again, barring the advent of harder times than are now apparent, or another and improbable attempt to separate those fond companions, horse racing and betting.

Unprecedented Gambling

We do not wish to view in any cynical way the conduct of the good people of Saratoga. In fact, now that the big month is over and the racetrack horde is departing and the harvest is in the barn, it may be expected that the stern morality which ever governs this churchgoing community will assert itself quite stoutly and that official notice will be given to the fact that gambling has been indulged in to an extent hitherto in the Spartacan phrase, unknown even in this luxurious city. We do not refer to betting at the track, which is permitted in its present form under the law, but to the prevalence of games of chance managed by well known professionals.

Four gambling houses in the outskirts of Saratoga and six within the town have been running full tilt during the month. Saratoga has been described as "wide open." It is not exactly that, if openness means that any one can get a chauffeur to take him to a gambling house where all the visitor has to do is to walk in and lay down his money. The chauffeur will take him all right, but getting in is another matter. Sponsorage and identification are necessary at all these places, except one or two near the center of the town, where crap shooters admit almost any one to their democracy. It is testified that even these, like the more pretentious places, refuse admission to native of the region.

Saratoga has also been called, because of recent goings on, an American Monte Carlo. This is of course, absurd. To compare roadhouses out near the edge of the lake, or even the best of the Saratoga establishments, which is a comfortable shingled country house on Church street, a mile or so out of town in the other direction, with the splendor or Monaco is merely funny. Nor is there anything in or about Saratoga today which even suggests the lure, so far as appearance and getting goes, of a clubhouse like Canfield's, with its picture galleries, Italian gardens, trout stream and spreading elms.

This illusion having been dissipated, one hastens to add that Saratoga never has seen before anything like the number of gambling houses that have been active this month, that high stakes have been played for lightly, that the amount of money won and lost probably has exceeded that of any season Canfield or John Morrissey and his [illegible] knew and that many popular feeling and was compelled to believe that the city would give him no substantial support if he undertook what he called a crusade.

Another man of considerable repute in the neighborhood lamented a situation which he described as "ugly," and averred that in the long run Saratoga would be better off if both racetrack and gambling houses were effaced, for its reputation as a health resort would be freed from what he regarded as evil complications. But almost in the same breath he admitted that the people of the city, whom he regarded as shortsighted, preferred the dollar in hand to the possible two dollars of the future, and conceded that "the town ought to take a liberal attitude toward visitors, who have their own customs and their own methods of enjoying themselves."

Politics, Maybe

To a man on a fence it also seems to be barely possible that the political factional fight which forever diverts Saratoga has close relation with the prevalence of gambling. It seems possible that one or another of the city or county officers would a-raiding go if he were not tortured by a suspicion that the other crowd might put him in a hole if he did so.

But far be it from a casual observer to attempt to plumb the depths of Saratoga politics. A custodian of one of the springs is fond of telling drinkers that the water bubbles up 3,600 feet from a crevice in otherwise solid rock. If so, it must be in communion somewhere near the source of the local political spring.

At the race track the attendance has been prodigious. On Saturdays the crowds have been as large as on the biggest days of meetings at the metropolitan tracks—a remarkable thing considering the fact that a great majority of the patrons live far from Saratoga. Club house, grand stand, field stand and lawns have been so densely populated as to make the customary moving about between races well nigh impossible. On Saturday a week ago 2,000 automobiles were parked within the gates and a much larger number were arrayed outside.

Shortage Of Bookmakers

On such days the supply of bookmakers—the old name persists although there is no more bookmaking—has fallen far short of the demand and swarms of excited persons have been unable to get near enough to one of these gentlemen to make a deal. Bets as high as $50,000 by an individual on one race have been rumored—but not proved. It is certain, however, that the unwritten rule requiring a layer to restrict a bet to $1,000 has been repeatedly ignored.

Rewards to successful jockeys and trainers have gone sky high. It's a poor jockey these days who owns no big motor car and keeps no chauffeur in attendance.

"On the season" the bookmakers are ahead, as usual. Some are retiring this week with fortunes that may take them eventually to the real Monte Carlo. Even Gloomy Gus has got rich. Gus is a regular—has been for years. He used to be a $2 bettor. Then he turned bookmaker. His lean and melancholy visage has never been known to be lightened by a smile. His face proved to be his fortune. Crowds flocked around him on the lawn. A horse was named after him and is known as "the king of selling platers." Gloomy Gus had been around the tracks since Reckon was a two-year-old, but somehow never got a good grip on fortune until this year of marvels. At Saratoga this month he has cleaned up $100,000. That was his goal, and on Tuesday he announced his retirement and repaired to the paddock, there to indulge his passion for standing with arms folded in front of a horse and appraise its chances while the saddle straps were being cinched.

In the old days of adversity he did not mind being called Gloomy Gus. He was a marked man at the track and he liked it. Now that prosperity has come he wishes to be known as Mr. ——, but here the tale must halt. He wishes to be known as Mister, with his last name affixed, but nowhere in the mob that has known him at Gloomy Gus all these years could The Sun reporter find a soul who knew what that last name was.

Season's Biggest Bettor

The most successful bettor at Saratoga this year has been, so the gossip goes, a man little known to the public—E. G. Soule of California, the biggest bettor Jim Hogan. Soule, who was to be seen in the paddock after each race, is a gray haired, silent man, always trying to find out how Soule is betting, so that they may rush in and do likewise. The result is that whenever Soule lays a wager, usually a comparatively modest one, so many others follow suit or bet on what they believe to be the same horse that the result seems like a tremendous plunge. Hence the saying, "Wherever Soule goes a fortune goes with him."

Renewed interest in racing due to the success of "oral betting" and the end of the war has drawn to Saratoga a group of men commonly referred to as the "new millionaires." Conspicuous among these are the promoters of oil companies and Westerners who have made sudden fortunes through the possession of oil lands. Conspicuous, that is, in the sense that the acquirement of riches through the newly discovered treasure of the earth has been so much talked about that the mortal thus blessed is singled out of the crowd of ordinary plutocrats for special observation.

Oil Men Inconspicuous

As a matter of fact the oil man neither in his appearance nor demeanor is to be distinguished from others at a place like Saratoga. A group of men stood chatting in the lobby of the Grand Union Hotel the other night. Near by were three well known bookmakers. A stranger who happened in was asked to guess which group was which. He pointed to the bookmakers and allowed that they looked to him as if they might be oil millionaries. The "race track face" does exist, but it is well not to be too sure of what you see. It is doubtful if all the splendid creatures in barouches observed by Josiah Allen's Wife in Broadway Saratoga, in the golden '80s were of the aristocracy.

There are many reasons why a place like Canfield's never again can exist at Saratoga. The first of these is that Canfield is dead. Other intelligent and suave gentlemen have tried to imitate his methods, but they are only gamblers after all. Consider also the situation of Canfield's famous red brick clubhouse, reposing in magnificent ease under a bower of elms, not much more than a stone's throw from the largest hotel in the center of the town. Consider not only its accessibility, but its open doors. Any presentable person in evening clothes was admitted without question, except the "natives," who were forbidden by Canfield and his predecessor, Morrissey, as a precaution against unwelcome complications.

Canfield's, moreover, set a surpassing table. Many persons went to his mansion to dine who would never think of proceeding after dinner into the great adjoining room where roulette wheels purred and white faced, deft fingered faro dealers distributed the cards. The dining room alone represented an outlay of $100,000 and was so fashioned that the diners could look right into the gambling salon.

At intervals for many years groups of Saratogans started reform waves which never mounted very high and invariably were dissipated in harmless spray when they struck Canfield's. The diplomatic Sir Richard always was able to convince the villagers who depended upon the summer visitors that the stranger within the gates should be permitted to beguile himself with such recreation as he craved.

Endured Gambling

Therefore Saratoga endured longer than any other place in the East where public gaming was tolerated. It is suspected that the impulse which led the town to order Canfield to end the play in 1909 came from Albany rather than from Saratoga, Charles E. Hughes being the Governor. For two years a patriarch sits beside Congress Spring doling out paper cups at a cent apiece and remarks that searchers for the waters of life have come pretty fast for him this summer; and in the brook beneath the walls of the Casino may be seen the posterity of such trout as survived the days when one could lean out of a window of Canfield's, hook a fish for dinner and have it broiled while he waited.

For seven years after Canfield shook the dust of Saratoga from his feet the community got along without any gambling to speak of. Last year a few houses opened tentatively. As their proprietors were not discouraged, plans were made for the racing months of this year commensurate with the dimensions and affluence of the crowds that were expected to gather and did gather for after the war relaxation.

Serpent War Not Smitten

The city authorities—Saratoga is a city now—talked somewhat of smiting the serpent wherever it reared its head, but thus far have contented themselves with raiding two small rooms in midtown. In each case a roulette wheel was seized, but unfortunately no one was discovered at play, and when the accused were haled before a magistrate the evidence was found to be sadly defective in that it did not include the little ball without which the wheel is but a wheel.

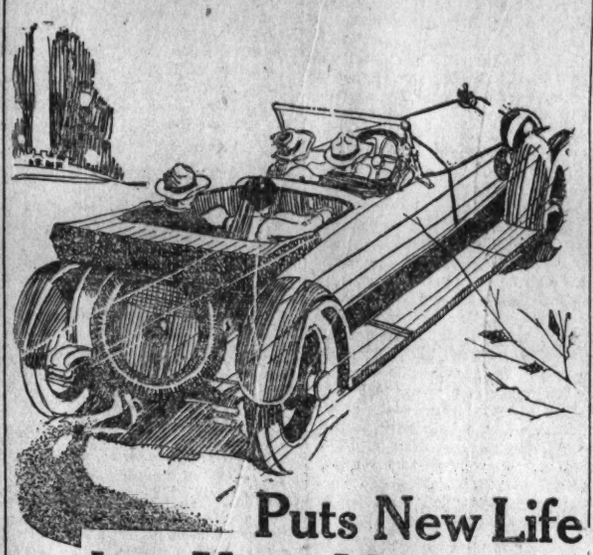
The magistrate ruled that this did not constitute complete gambling paraphernalia under the law. Whereupon the reputed owners of the wheels solemnly started replevin proceedings to recover their property. The magistrate assigned one of the wheels to the custody of the District Attorney; the other replevin case is to be argued on September 2.

The Sun man had a talk with the District Attorney, Charles B Andrus, who is a Republican and a friend of ex-Senator George H. Whitney, the latter's control of the party political organisation being disputed by the faction long headed by that rare old Methodist ex-Senator Edgar T. Brackett. Mr. Andrus said frankly that there was a "situation" not at all to his liking. The gist of his explanation of its existence was, first, that public sentiment seemed not averse to gambling provided it was quietly managed and did not ensnare the townspeople; second, that it was the duty of the Commissioner of Public Safety and the Sheriff to make arrests and gather evidence, while that of the District Attorney was to prosecute.

Mr. Andrus believed, he said, that half of the people of Saratoga played whist for stakes in their homes, and that baccarat was not unknown to the residents of the happy valley. He feared that the public did not mind at all the existence of "one or two good places" outside the city limits. But if the reports that had come to him were true there were gambling rooms inside the town as well, and in some of these play was not restricted to outsiders, or to those who could afford to take a chance.

Another Saratogan said that conditions reminded him of a dear old lady of puritanic temper who always had lamented the presence of the racetrack and hoped that something would be done to lift the curse from the town. But when racing was stopped because of the passage of the anti-betting law the old lady, after pausing for thought, remarked that Gov. Hughes had gone entirely too far.

"The fact was," said the narrator, "that she owned a house which had been rented to a racetrack man for $200 for the month of August. Her house was now empty. It was only human for her to feel, when the passing of racing affected her personally in so considerable a way, that the Governor had gone too far. If every gambling house were closed it would be a good thing for the home folks, but the opportunities for gaming bring to Saratoga money which would not be here otherwise, and I fancy that if the thing really were stamped out there would be quite a holler in our fair town, although heaven knows that in the long run the attractiveness of Saratoga as a watering place is impaired by what is going on today."



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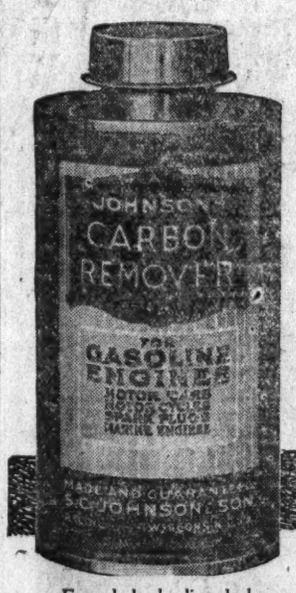

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NEW RAILROAD BILL IN U.S. PROHIBITS STRIKES

Two Workers To Serve On Each Directorate Under New Bill

TRIBUNAL TO FIX WAGES

Excess Profits To Be Shared—Wide Powers For A New Transportation Board

Washington, Sept. 2.—Under a bill offered in the Senate today by Senator Cummins of Iowa, as chairman of a sub-committee of the Interstate Commerce Committee which for months has been considering reconstruction railroad legislation, a policy of private ownership of the railroads of the country, under rigid Government control, is advocated. The measurs outlines a program which it is expected will have the support of a majority of the Senate.

An outstanding feature of the measure as reported is the division of the railroads into from twenty to thirty-five regional systems, each to be owned and operated by a separate corporation. A system of co-operation as to freight and passenger rates is comprehended, so as to avoid discrimination against communities.

A railway transportation board is created under the bill, consisting of five members, appointed by the President, to be approved by the Senate, at $12,000 a year. None of these officials may be associated in any capacity with a railroad.

The Interstate Commerce Commission is to exercise general jurisdiction over the formation of the new railroad plan and is to maintain the supervisory power it now has against unfair rates.

By the terms of the bill the railroads would be returned from Governmental to private ownership on the last day of the month in which the measure becomes a law.

Under one provision of the bill railroad employes would share in any excess of profits accrued under the new method. The proportion of profits to be thus distributed is to be based upon a "fair return upon the value" of the railroad property. This would be determined by the railway transportation board.

One-half of the excess profits would be applied under this scheme, first, to efforts to improve the conditions of work of railroad men, and after that there would be a direct share in the excess return. The other half of the excess profits would be placed in a fund for the use of the railroad board in the purchase of equipment or lending it to individual railroads for that purpose.

Provides Against Strikes.

Wage questions would be decided by a joint committee comprising railroad workers and owners. One provision of the bill stipulates against strikes or lockouts.

The issue of railroad stock and bonds is regulated under the measure, being put under the control of the Interstate Commerce Commission. Governmental approval of new lines or extensions and of all bonds relating to them would be required.

In offering the sub-committee's report, Senator Cummins explained that it represented weeks of hard work in an effort to solve the problem of handling the railroads, now under Government operation. Unless a methed akin to that evolved by the committee were adopted by Congress, Senator Cummins urged, Government ownership of the railroads would have to come. He expressed the feeling that such method would be unsatisfactory in view of the experience of this country under the existing system, as well as the experiences of foreign countries, where Government ownership has been in vogue.

The sub-committee's report, at the suggestion of Mr. Cummins, was referred to the entire Interstate Commerce Committee, which will consider it at once with the view to arriving at an early report to the Senate. Mr. Cummins stressed the point that the report was concurred in by the entire subcommittee, which, besides himself, comprised Senators Watson and Poindexter, Republicans, and Robinson and Pomerene, Democrats.

Senators Urge Anti-Strike Plan

In explaining the new railroad bill's provision affecting employes, Senator Cummins said that the prohibition of strikes had his unqualified support.

"I have always regarded the strike," he said, "as an invaluable weapon—the only weapon of the laboring man to secure justice, but when we advance to the point where the Government undertakes to fix his wages there is no longer room for the interruption to commence a strike or a lockout. I believe the bill will result in justice to the employee."

The provisions for two directors representing the employees and two representing the Government on all railroad corporation directorates, Senator Cummins said, recognised a "just demand" by the employees for participation in the policies and affairs of the companies.

"It will not be long until all industries are organised in that way," he added. "It is a condition precedent to the peaceful, intelligent settlement of controversies between capital and labor."

Senator Pomerene of Ohio, a Democratic member of the Drafting Committee, also praised the plan to prohibit strikes. He criticised railroad employees for threatening nation-wide strikes during and after the war, comparing their wages with the $30 monthly wage of the soldier. Mr. Pomerene said that railroad employees were in a different position from other workers, as a tie-up of transportation would cause food and coal famines.

"It is too great a power to lodge in any set of men," said the Senator. "I know of no good reason in politics or morals that will permit 2,000,000 railroad men to refuse to adjust their differences with their employers or submit them to an impartial Goverment tribunal."

The plan to prohibit strikes or lockouts of railroad employees and thus protect the public from transportation tie-ups was also advocated by Senator Robinson, Democrat, of Arkansas, in an address to the Senate.

"The time has come" he said, "when Congress must protect the public against loss of life and property and widespread suffering, which will inevitably result if the railroads should be tied up by a general strike."

LARGEST SUBMARINE COMPLETES TRIALS

Speedier Both On Surface And When Submerged Than Largest German Craft

Washington, September 11.—The AA—1, the first "fleet" submarine built for the United States Navy, has successfully completed her principal trials off Provincetown, Mass., and will be delivered to the Government for active service in the near future. This vessel was built by the Electric Boat Company on their own design. The contract was made prior to the entrance of the United States into the war, but on account of the need for turning out merchant vessels, destroyers, and smaller submarines her construction was delayed.

The AA—1 is the largest and fastest American submarine. She is about 270 feet long, having a surface displacement of about 1,150 tons, as compared with 850 tons for the "S" class, the next largest size. In the trials just completed the AA—1 made 20.92 knots over the measured mile, which is a world record for submarines propelled by Diesel engines, being considerably in excess of the best records made by European submarines. This high speed enable this type to cruise with a battle fleet, hence the designation "fleet" submarine.

AA—1 Marks New Era

The appearance of the AA—1 marks the beginning of the era predicted by naval experts when large and fast submarines would constitute an integral part of battle fleets. The British, by the production of the K class during the war, partly solved the problem of the "fleet" submarine. The K class are of over 2,000 tons displacement, driven on the surface by steam turbines, and have attained a trial speed of 23 knots. In this design, however, everything is sacrificed to surface speed, so that its efficiency when submarged is inferior and its radius of action shorter, these vessels being really short range destroyers capable of limited use as submarines.

In the AA—1, efficiency under water and radius of action have not been reduced, so that she is a true submarine, possessing high surface speed in addition to a long radius of action and powerful armament. Therefore the type can be used either as a part of the battle fleet or for independent operation, even in distant parts of the world.

The AA—1, running submerged, made 12.65 knots over the measured mile. As the fear has frequently been expressed that with increased size and surface speed the submarine would lose in underwater speed, the demonstration by the AA—1 that this is not necessarily the case is one of the most gratifying results of the trials to the naval experts who conducted them.

The Diesel engines of the AA—1, built by the New London Ship and Engine Company of Groton, Conn., develop 4,400 horse power as against a maximum of 3,600 horse power for the most powerful Diesel engine in submarines abroad, namely, the British and German.

While the displacement of the AA—1 is materially less than that of the largest British and German submarines, she possesses not only superior speed, both on the surface and submerged, but also contains improvements in armament and in safety features which are considered of great importance by naval experts.

Two additional vessels of this type, the AA—2 and AA—3, are under construction by the Electric Boat Company. Both have been launched and are scheduled for trial in the near future. Nine additional vessels have been appropriated for by Congress, but as yet no orders for them have been placed, it being the desire of the Navy Department thoroughly to test the AA—1 before proceeding with construction.

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GREAT BRITAIN FACES SOCIALIZED LABOR PLAN

Nevin, Who Studied Situation For National Civic Federation, Reports

BEMIS OBSERVED HOUSING

Boston Expert Says Most Rudimentary Provisions For Health Were Lacking

New York, September 7.—British employers are rapidly approaching a complete realisation that radical changes, amounting almost to socialisation, are essential in their industrial system, asserts Walter Parker Nevin, a member of the commission sent abroad by the National Civic Federation to investigate post-war conditions among the Allies, in a report made public yesterday.

Mr. Nevin, who for years was general counsel of the National Association of Manufacturers, devoted particular attention to the effect of public opinion upon labor disputes, and found it far more potent in England, owing to concentration of population, than in the United States. He expressed the opinion however, that the current industrial struggles throughout the United Kingdom would continue until higher, more spiritual impulses changed their present entirely materialistic basis. Commenting upon that phase of existing conditions, he says:

"As an aspiration toward a more perfect form of industrial development and equilibrium, the words 'industrial democracy' are quite felicitous and warranted. Every one knows that factory conditions in England until comparatively recently were a national and criminal disgrace.

Basis Too Materialistic

"The deep, underlying defect in the entire scheme of modern industry is that it is functioning upon a wholly materialistic basis. The spiritual is not there; and until it is, until the forces of a higher spiritual impulse begin to permeate the body industrial, one fails to see whence the urge for higher development will come. In this vast turmoil of industry no permanent basis can possibly be evolved without appeal to and exercise of the spiritual instinct. This is the real battle, even if its outlines are not generally seen or understood."

Mr Nevin's article, entitled "Public Opinion and Labor in Great Britain," is part of the commission's general report to the National Civic Federation. Another section, also, made public yesterday, comprises an article on "The Housing and Land Problem in Great Britain," by Albert Farwell Bemis, a textile manufacturer of Boston, who found a substantial basis for the complaints of British workingmen regarding housing. The government is seeking, however, to remedy conditions by the expenditure of $1,500,000,000.

He said even the most modern tenements and cottages provided for workingmen and their families lacked rudimentary arrangements for comfort and health. He found a majority of them without direct water and sewer connections; those of stone or brick are insulated against neither cold nor damp, plaster being laid directly upon the wall; floors are of turf, brick or flagging and window spacing is held at a minimum.

Latches As Criteria

Another thing he noted was that the modern cottages and tenements were equipped with front door latches and locks of brass, so that health or sanitation inspectors might judge by the polished or tarnished condition of the metal whether the family within should he classed as orderly and cleanly or the reverse.

Both sides in the industrial conflicts now in progress in Great Britain are striving to win public opinion, Mr. Nevin says, in the course of his article, which continues:

"The Labor Party, of which Arthur Henderson is leader, seeks political and legislative action as the most effective means of translating labor demands into terms of enforcible reform. It holds that the aspirations of labor cannot be put into effect without political action. This party, however, does not represent all the wage workers of Great Britain, reflecting merely a part, the numerical strength of which is debatable. British workmen as a mass are not convinced that the political program for industrial reform advocated by Mr. Henderson and his associates is the wisest one for them. They believe that their aims and desires can be fully accomplished by action other than that which is strictly political.

Changes Are Demanded

"The basic principle of radical thought in Great Britain is that present industrial conditions demand changes in scheme, purpose and method. They believe that the capitalistic system is so faulty that new arrangements are necessary wherein the worker is protected socially and economically against the oppression claimed to be inherent in the existing system. They contend that industrial society owes its allegiance primarily and organically to the source of common welfare, which is the state. Their plan, in principle, is for a nationalised sense of service.

"Socialists, on the other hand, repudiating communism and proletarianism, seek to substitute control of means and agencies of production. The obvious weakness in the program of the radical group is the absence of coherent and practical plans for execution. English conservatism, in the writer's opinion, wholly precludes employers or employees adopting socialism as we ordinarily use that term.

"The old idea of limitation of production by British workmen is being abandoned.

"Labor as a whole is more trustful of British employers than the government or the politicians. The chief concern of the public toward trade unionism in relation to industry is not the form of organisation nor the number engaged in the ranks of the union; it is the solemn question whether trade union officials and their followers recognise that as their power increases so does their responsibility.

Joint Operation

"Whether as a practical method of joint operation, workers should be permitted to have a voice in the direction of all the affairs in a given industry is as much of a question and as much disputed in Great Britain as in America."

MANY NATIONS WILL ATTEND CONFERENCE

Delegates From Twenty-Five Nations, But American Attendance Not Certain

New York, October 4.—The international labor congress is almost forgotten in America and it is only seldom that newspapers make reference to this subject. In a couple of today's papers a brief reference is made to the international labor congress. One of these is a declaration by Mr. Greenwood, who has been delegated to make arrangements for the congress who says that the labor congress will be held irrespective of the ratification or not of the Peace Treaty by the American Senate. He further states that the labor delegates from Japan and several other countries have already left for Washington and that 24 other countries have expressed their desire to attend the congress. One paper says that the participation of Austria and Germany in the congress will be allowed if so desired.

America's Attitude Uncertain

Whether America will formally take part in the congress is not known as yet though the federated American trade union is certain to send its representatives to the congress. Mr. Wilson, Secretary of Labor, is expected to issue a statement shortly regarding the attitude of America toward the labor congress, but the Americans as a whole seem to evince no interest in the labor congress and expect nothing out of the conference. Under such circumstances, the Japanese delegates will perhaps not get much benefit from the congress itself though they will certainly benefit much from an observation of the prevailing conditions of the working world in America just at present.

AUTHOR OF DOXOLOGY

The author of the "Doxology" was the English Bishop Thomas Kere (1637-1711), who in 1691 was deprived of his see (Bath and Wells) as a non-juror. His most widely known hymns include the morning and evening hymns, "Awake, My Soul!" and "Glory to Thee, My God, This Night," both of which end with the famous "Doxology," "Praise God From Whom All Blessings Flow."

中國精益眼鏡公司

Refracting and Manufacturing

Crookes, Torics AND Kryptoks

CHINESE OPTICAL CO.

P.352 Nanking Road

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)

Dr. James Yuking's

Office for Venereal Diseases is now removed to 73 NANKING ROAD.

Hours: 10 a.m. to 5 p.m. daily and by appointment.

Special consideration to men in uniform.

DANCING

MADAME KELVEY

Professional Teacher of National, Character, Classical, Ballet and Toe Dancing.

Children trained gracefully; pupils' individual style studied and developed. Correct arm movements and graceful exercises taught.

Special attention given to each child.

Terms moderate. Write for appointment.

MADAME KELVEY

Box 49, Chinese Post Office.

25867.

SAN PEH S. N. CO., LTD.
HOONG ON S. N. CO., LTD.
SHINON S. S. CO., LTD.

NOTICE OF REMOVAL.

On and after the 19th October, 1919, the offices of the above Companies will be located at No. 16a, Peking Road.

By order of the Board of Directors,
YU YA CHING,
Managing Director.
25885

AGENCIES WANTED

Sole Import, Fire and Life Insurance Agencies wanted for the Province of Manchuria by an established firm having good trading connections there. Also prepared to act as buyers of Manchurian Produce on a commission basis— Horsehair, Bristles, Carpets, Grain.

Address to Box 58, THE CHINA PRESS.

25646

Dr. R. Holper M.D.

Specialist in Venereal, Skin and Internal Diseases.

85 Szechuen Road
(Corner Nanking Road)

Office hours: 11-1 and 4-6.

Tel. North 1316.

25580

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Bentley's Complete Phrase Code

(Latest edition)

Original Price $25.00; Reduced to $20.00

FOR SALE AT

Chew Tzu Kong, Bookstore

111 Szechuen Road, Shanghai.

25506

HONMA HOSPITAL

No. 8A Miller Road.
Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

Dr. med. F. T. Kiang

Physician and Surgeon

(Formerly Assistant at the Surgical University Clinic of Berlin)

Specialist in veneral diseases.

Office 85 Szechuen Road.

Consultation Hours: 2-4 p.m

Telephone: No. C. 3844

The Shanghai Chemical Laboratory

No. 20 Nanking Road

3rd Floor

WO MEI & Co.

Butchery and Ships' Compradore

Best Fresh Beef, Ham and Bacon, and all Kinds of Mixed Sausages.

Prices Moderate

63 North Szechuen Road

SHANGHAI

Tel. No. 2294

25586

St. Andrews Society

The Annual Meeting of the Members of the Society will be held in the Town Hall, on Monday evening, the 20th October at 9.15 o'clock. Members willing to serve on the Committee are requested to send their names to the Hon. Secretary, Mr. R. A. Stuart, c-o Hongkong & Shanghai Bank, not later than the 16th October.

All Scotsmen are invited to attend.

R. A. STUART,
Hon. Secretary.
25739

Shanghai Football Club

NOTICE is hereby given that the Annual General Meeting of the above Club will be held in the Shanghai Rowing Club's Meeting Room on Tuesday, 21st October, 1919, at 6:00 p.m.

G. CRAIGIE ROSS,
Hon. Secretary and Treasurer, S.F.C

25925

Szechwan Crepe de Chine

Direct from the Source of Supply to any Address in the World.

Travelling through Szechwan Province more than 600 years ago Marco Polo, the celebrated Venetian Explorer, observed this beautiful Crepe de Chine. He took it to Kublai Kahn, the greatest Emperor the world has ever known and Kublai Kahn presented it to the most favoured women of his court, adding charm and beauty to the already most beautiful women in the world. Send us your cheque or Chinese Post Office money order for $20. In return we will mail you one roll of Szechwan Crepe de Chine, postage free. Width 26 inches, length 30 feet. Original Shade.

WIDLER & COMPANY

Chungking, West China.

Dr. S. S. SHPILBERG

Physician and Surgeon

Consulting hours: 11-1 and 4-6

Phone, North 2035

36 Quinsan Road.

24921

TAKE ADVANTAGE OF THE HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 8 Kiukiang Road.

Dr. Oks, M. D.

SPECIALIST

for eye, ear, throat and nose diseases.

9-11 a.m. and 1-4 p.m.

3 Kiukiang Road.

Telephone Central 1801.

25714

Dr. E. G. Lobzowsky

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Four Years' Practice in New York.

Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.

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Tel. Central 1125

LADY DENTIST

Miss A. Gauhman

20 Nanking Road

Tel. 1916

Time: 9-12 and 2-6

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REASONABLE PRICES

HWA VENG CARPET FACTORY

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Opposite Race Course.

24226

BARGAIN STORE

200-201 NORTH SZECHUEN ROAD

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We have removed to the above premises from our former business location, No. 104 Szechuen Road, and with the great advantage of increased space, we are showing a very large line of

HABERDASHERY,

which will all be offered at cut prices.

Don't forget the new address—

290-291 NORTH SZECHUEN ROAD

(Opp. Mission Book Co.) 25901

DUTCH LIGHT BEER

Just Arrived!

VAN VOLLENHOVEN'S "FALCON" BRAND

ZUID HOLLANDSCH "Z. H. B. BRAND"

Cases of 4 doz. quarts.

Full Pre-War Strength—Unexcelled Quality

Obtainable from all leading Storekeepers.

ZYLSTRA & CO. TRADING COMPANY.

SHANGHAI

25861

NOTICE TO EXPORTERS

We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.

Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

Any inquiry will have our immediate attention.

Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.

Telephone: Central Nos. 2385 and 4008.

H. C. WANG

General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

Tel., Central 2036

Dr. FRED M. GENSBURGER

Eye-Sight Specialist

Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment

38, Nanking Road
1st Floor

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
28 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Puket
Bangkok	Karachi	Rangoon
Batavia	Klang	Saigon
Bombay	Kobe	Seremban
Calcutta	Kuala Lumpur	Singapore
Canton	Madras	Shanghai
Cebu	Manila	Sourabaya
Colombo	Medan	Taiping
Delhi	New York	(F. M. S.)
Haiphong	Peking	Tavoy
Hankow	Penang	(Lower Burma)
Hongkong	Rangoon	Tientsin
Iloilo	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Acting-Manager.

Banque De L'Indo-Chine

Capital .... Frs. 48,000,000.00
Reserve .... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Doudichery	Peking	Tourane
Haiphong	Papoote	
Haikoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des-Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabez."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. G. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital ... $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
J. W. C. Bonnar, Esq.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	**Kup. Tls. 3,500,000**
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun (Kwan-chendze)	Hankow	O/Amur
	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

Resources: Pesos 248,000,00

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT

Exchange Bought and Sold
Commercial and Travellers' Letters of Credit

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale Beligique
(THE BELGIAN BANK)

Paid-up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager.

Hongkong & Shanghai Banking Corporation

SavingsBank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 8 p.m. Saturday, 10 a.m. to 12 noon.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914. and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 391,847.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus U.S. $6,500,000
Undivided Profits. U.S. $3,053,000.

H. T. S. Green,
President & General Manager
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.
Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton, Tsingtau.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon, Bombay, Calcutta.
Manchuria, Harbin.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Sanchez Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahia, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo, Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

	Yen
Capital Subscribed	100,000,000
„ Paid up ..	48,000,000
Reserve Fund	Y.28,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd

Branches and Agencies

Batavia	Los Angeles	S. Francisco
Bombay	London	Seattle
Buenos Ayres	Lyons	Shanghai
	Manila	Shimonoseki
Calcutta	Mukden	Singapore
Chanchun	Nagasaki	Sourabaya
Dalny	Newchwang	Sydney
Hankow	New York	Tientsin
Harbin	Osaka	Tokio
Hongkong	Peking	Tsinanfu
Honolulu	Rangoon	Tsingtao
Kaiyuen	Rio de Janeiro	Vladivostock
Kobe		

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

中華銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital ..	$2,000,000
Paid-Up Capital	$1,020,000
Reserve Fund .....$	20,000

Managing Director:
T. CLARENCE SUN
Deputy Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shansi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	S. Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	Tsinkiang	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.

Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Account and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. ZAI, Sub-Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok-Beton
Padang	Tjilatjap
Palombang	Weltevreden
Pekalongan	

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The Chekiang Industrial Bank, Ltd.

Established 1908.
Capital $1,000,000
Reserve Fund $50,000
Head Office, Branches & Agencies.
Hangchow, Shanghai, Haimon, Lanchi.

Agencies at the principal Cities throughout China.

Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterling, Gold Dollars and Yen according to arrangements.

Credits granted on approved securities.

Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.

Interest allowed on Savings Fixed Deposits according to arrangements.

Cheque-books or Savings Pass-books at Depositor's disposal.

LI MING, *Manager.*
CHEN SIN TSENG, *Sub-manager.*
ZAI MOH ZUNG, *Sub-manager.*

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On deposits in Dollars according to arrangement.

H. G. MARSHALL.
Chief Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital .. £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
VERY description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
28 The Bund.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai, Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Canton-Changsha-Hankow-Hongkong
Manila-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

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Capital (registered).....	$1,000,000.00
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Branches and Agents in all principal cities of China.

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Your business is solicited.

General Manager,
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Venezuela	Sep. 14
China	Sep. 14
West Conab	Sep. 14
Tacoma	Sep. 23
West Vaca	Oct. 1
Tamcred	Oct. 5
Ecuador	Oct. 12
Tamaha	Oct. 13
Orcher	Oct. 18
Nile	Oct. 18

For Tacoma

Javary	Sep. 29
Justin	Sep. 30

For Seattle

Western Knight	Sep. 14
Eldridge	Sep. 16
Edmore	Sep. 23
City of Spokane	Oct. 7
Stanley	Oct. 14

For Vancouver

Methven	Sep. 13
Melville Dollar	Sep. 16
Harold Dollar	Sep. 21
Monteagle	Oct. 15

For New York

Sagaporack	Sep. 12
Teenkai	Sep. 12

For London etc.

Altai Maru	Sep. 10
Aikoku Maru	Sep. 12
Iyo Maru	Sep. 15
Elpenor	Sep. 18
Gleniffer	Sep. 19
Alaska Maru	Sep. 21
Atsuta Maru	Sep. 30
Titan	Oct. 8
Wakasa Maru	Oct. 11
Shidzuoka Maru	Oct. 13

For Liverpool

Antilochus	Sep. 11
Orestes	Sep. 18
Alcinous	Oct. 11

For Genoa

Caroline Maru	Sep. 15

For Marseilles

Kibi Maru	Sep. 13
Karachi Maru	Sep. 24
Porthos	Sep. 29
Batavia	Oct. 5
Java Maru	Oct. 6
Wollowra	Oct. 16

For Trieste

Gablonz	Sep. 14

For Bombay

Dilwara	Oct. 1

For Java

Tjitaroem	Sep. 18

For Batavia

Oyleric	Sep. 14

For Singapore

Lowther Castle	Oct. 16

For Calcutta

Japan	Sep. 28

For Hull

Benavon	Oct. 12

Banque Industrielle de Chine

Capital ..... Francs 45,000,000 one-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

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In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
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In Italy: Banca Commerciale Italiana Credito Italiano

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Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Bank Of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital..$12,279,800.00
Reserve Fund ... $1,298,522.60
Special Reserve Fund $1,808,933.68

HEAD OFFICE: PEKING.
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Newchwang	Nanking	Foochow
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SHANGHAI BRANCH.
3 HANKOW ROAD.
Loans granted on approved Securities. Local Bills discounted. Interests allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.
Shanghai, 15th February, 1919.

THE BANK OF CANTON, LIMITED.

Incorporated 1912

Capital (fully paid) .....H.$2,000,000.00
Reserve Fund...H.$ 400,000.00
Investment reserve fund ...H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
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Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

Silk Market

Messrs. William Little and Co. write as follows in their report dated October 17:

White Silk.—There has been a little more business doing for London and the Continent at about former rates.

Tsatlee Filatures.—Blue Fish 1, 2, 3, Tls. 675 av. Black Horse, 1, 2, 3, Grasshopper, A. B. C. Bicycle, A. B. C. Tls. 670 av. S.S.S. Mars. 1, Tls. 640. Kung Kee Mars. 1, Tls. 600.

Tsatlee New Style.—Lion and Scale, Sheep and Flag, 1, 2, 3, Tls. 710 av. Gold and Silver Peacock, Ex. 1, 2, Tls. 710 av. Common, Tls. 610-15.

Steam Filatures.—Inquiry has continued at advanced rates.

Tussah Filatures 8-coc.—Further business in best grades has been done at Tls. 400 av. Medium, Tls. 365.

No. 1, Common Tls. 280-90.

Financial And Commercial News

Exchange and Bullion

Shanghai, October 18, 1919.
Money and Bullion

Sovereigns: buying rate,
@ 6/4=Tls. 3.1579
@ exch. 74.3=Mex. $4.2502
Gold Dollars: Bank buying rate,
@ 133¼=Tls. 75.05
@ exch. 74.3=Mex. $101.01
Mex. Dollars: Market rate: 74.1
Shai Gold Bars: 978 touch
Tls. 172
Copper Cash .. per tael 184.500
Native Interest ..... Tls. .05

Latest London Quotations

Bar Silver ..... 63 3/8d.
Bank Rate of Discount 5%
Fx. Paris on London .. Fr.
Fx., New York on London T.T.

Exchange Closing Quotations

London ..... T.T. 6/4
London ..... Demand 6/4¼
India ..... T.T. 310
Paris ..... T.T. 1140
Paris ..... Demand 1143
New York ..... T.T. 133
New York .... Demand 133¼
Hongkong ..... T.T. 66½
Japan ..... T.T. 38
Batavia ..... T.T. 342
Singapore ..... T.T. 37¼

Bank's Buying Rates

London ..... Demand 6/5
London Nom. 4 m/s. Cdts. 6/7½
London Nom. 4 m/s. Docy. 6/7¾
London Nom. 6 m/s. Cdts. 6/8¼
London Nom. 6 m/s. Docy. 6/8½
Paris .... Nom. 4 m/s. 1250
New York .... o/d. Docy. 135
New York ..... 4 m/s. 141¼

ROUBLES EXCHANGE
Today's Bank Buying Rate
For Roubles
Roubles 11,200 .... =Tls. 100
Roubles 100 .... =Mex. $1.25

CUSTOM HOUSE EXCHANGE RATES FOR OCTOBER

Tls.	2.86	@	6/3¼	£1
,,	1	@	1065 Fr.	11.86
,,	0.68	@	131¼ Gold	$1
,,	1	@	38¾ Yen	2.87
,,	1	@	15 Rupees	5.24
,,	1	@	1.50 Mex.	$1.50
,,	1	@	— Roubles	—

Stock Exchange
Transactions

Shanghai, October 18, 1919.
Official
Chengs Tls. 1.60
Kapayangs Tls. 10.00
New Eng. Tls. 28.00 Decembe
S. & H. Wharf Tls. 155.00 De
Tls. 157.50 December
Kungyik Cotton Tls. 41.00
Tls. 41.50 December
Ewo Cotton Tls. 21.00 cash
Tls. 22.50: 22.75
Tls. 23.00 December
S'hai Cotton Tls. 277.50 Dec
Unofficial
Kroeweeks Tls. 9.50
S'hai Pahangs Tls. 1.00
Tebongs Tls. 13.50
Kungyik Coton Tls. 40.50
Tls. 41.00 Decembr
Ewo Cotton Tls. 420.00 Dec
S'hai Cotton Tls. 280.00 De
Shanghai Lands Tls. 63.00
Tls. 63.50
New Eng. Tls. 26.50
Ayer Tawah Tls. 22.50

Sharebrokers' Association
Transactions

Shanghai, October 18, 1919.
Official
S'hai Pahang Tls. 1.00 cash
Unofficial
S. M. 7% Debs. 1919
Tls. 95.00 cash

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.
Spacious and Luxurious Dining and Reception Rooms.
Fifty Bedrooms with Private Baths and Toilets.
First Class Cuisine and Selected Cellar, under Foreign supervision.
Central Heating, Electric Light, Modern Sanitary Arrangements.
Hotel Motor-Omnibus and Porters meet all Trains and Boats.
THE MANAGEMENT.

Shanghai Produce & Stock Exchange
Transactions

Shanghai, October 18. 1919.
Shanghai P. & S. Exchange
Tls. 35.50 October
Tls. 37.00 November
Tls. 39.00 December
Japan-China S. & W. Co.
Tls. 42.20 October
Tls. 44.30 November
Tls. 48.20 December
Yangtszepoo Cotton Mill
Tls. 22.90 December
Local Yarn
Water Moon 16/20's
Tls. 234.30 November
Tls. 237.00 December
Tls. 241.00 January
Tls. 244.70 February
Tls. 245.00 March
Local Yarn
For Standard Tls. 231.30 Nov.
Tls. 232.00 December

Cotton Market

Messrs. A. B. Rosenfield and Son write as follows in their report dated October 18:

China Cotton.—Barring occasional reactions, we had a strong bull market all the week, accompanied by quite a revival in speculation, and at the close last night an average net advance of a half a tael was recorded, with sentiments almost unanimous in favor of much higher prices. Farmers large and small, and speculators of all sizes and conditions, seem to have become imbued with the idea of very high prices for cotton as a result of the combination of a famine crop and record consumption, and all are buying cotton regardless of what the actual facts may prove to be. In the face of such a speculative mania it would seem almost useless to try to argue against the tide of opinion.

Nevertheless, and while the controversy as to the size of the crop is no nearer an end than it was two weeks ago, the evidence is accumulating in favor of large figures in consequence of the brilliant weather for maturation which the crop has had for the last three weeks. Owing to the present high rate in "Exchange" prices must at least decline four tels a picul before export is possible, and it is a noteworthy record for the China cotton trade that this is the first season in its history that Japan is out of our market completely, and from authentic information to hand will be so for many months to come, in consequence of her heavy purchases in India, amounting to almost three times that compared to last season. In addition to the foregoing the stringency of the money market continues to be a serious obstacles in the hands of the up-country clients.

Under the circumstances, therefore, we continue to feel that the outlook is in favor of lower prices and think that advances should for the present be looked upon in the light of temporary reactions.

In their report dated October 18, Messrs. J. Spunt and Co. write as follows:

China Cotton.—While the principal feature in our market during the past week has been a total absence of demand from the Mill operatives a fairly large volume of business in the trade may be recorded as having been consummated more or less on a speculative basis both for spot and future deliveries. The bullishly inclined being encouraged in their commitments by the rise in Mid-Americans, Indians and Sampin coupled with the negligible receipts, throughout the week under review, from the interior marts and prices rose by about Tls. 1.00 per picul above that ruling the previous week with the tone of the market at the close tending more to firmness than otherwise.

Having in view the gratifyingly healthy state of the Yarn market the prospects for the raw material may be reasonably anticipated to assume, if not commensurately, at least a more appreciative aspect than hitherto. Tone of the market firm

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending october 17:

The feature of the past week's business has been the sudden rise of Cotton Shares, dealings in which have practically monopolised the attention of the market. These rises are apparently due to heavy speculation in forward transactions. Yangtzsepoos touched Tls. 71 cash and Tls. 25 March as compared with last week's quotation of Tls. 18¼ cash buyers. Orientals rose from Tls 130 to Tls. 145 during the week Shanghai Cottons closed at Tls 252½ buyers. Shanghai and Hongkew Wharves appreciated from Tls. 120 to Tls. 142½. Shanghai Docks are steady at Tls. 118.

Piece Goods and Yarn

Messrs. Ilbert and Co. write as follows in their report dated October 17:

Piece Goods

Owing to last week being broken up by two important native fixtures, namely the Mid-Autumn settling day, and the, nowadays greatly observed anniversary of the Chinese Republic, we did not issue a report. Auctions were suspended last week, and private transactions few. The market has opened since the settling day with a fair amount of "liveliness," but is a mere nothing in comparison to the sky-high prices and distant deliveries which manufacturers in Lancashire are now requiring, evidently a satisfying weight of business having been concluded during the past fortnight and put the majority of makers into a very strong position.

Grey Shirtings, 8¼ lbs.—Market steady to firm. Sales reported in Green 8 Horses at Tls. 5.20, Green 2 Joss at Tls. 5.10, Blue Gold and Elephant at Tls. 4.65, Blue 2 Horses at Tls. 4.50 and Blue Two Bells at Tls. 4.40. Auctions—small offering, prices firm.

4 to 7 lbs.—Sales as follows:—Blue Soldier at Tls. 3.45, and Volunteer at Tls. 3.45.

9 to 11 lbs.—Firm market, the only private sales we have heard of are:—Man and Fish at Tls. 6.30, Phoenix at Tls. 6.30, Rabbit and Moon at Tls. 7.90. Auctions somewhat irregular, but higher on the whole.

12 lbs. 36 inches.—No private sales reported. Auctions up about Tls. 0.20.

White Shirtings.—The following sales are reported, there being a good enquiry with prices tending upwards. Very distant shipment are being asked by home manufacturers:—Gold Nine Horses at Tls 10.75, Red Large Dog at Tls. 10.60, Blue Round Dragon at Tls. 10.50, 5 Boys at Tls. 10.00, Gold 5 Bat at Tls. 9.75, Mountain Flower No at Tls. 9.40, One Cash at Tls. 8.85 Peacock at Tls. 8.75, Mountain Flower No. 2 at Tls. 8.60, Mountain Flower No. 3 at Tls. 8.45, 4 Boy at Tls. 8.45, Two Soldiers at Tls 8.35, Two Lions at Tls. 8.25. Auctions showed fair advance a through.

American Sheetings.—Sales in 5¼ yds. Blue Phoenix at Tls .85, 4 yds. Three Star and Soldier at Tls. 5.95, 3.70 yds Blue Dragon at Tls. 5.95, 3.70 yds. Blue Dragon 8.00, Lorary A at Tls. 7.75, Enterprise A at Tls. 7.75, Bucks Head at Tls. 8.25. Firm demand.

American Drills:—Two sales reported in P. M. C. Dragon at Tls. 50 and Pacolet at Tls. 8.25.

Dyed Fancy Cottons.—A good enquiry. Fast Black Italians again were firm at auctions. Figured Italians also are firm. Auctions firm.

Cotton.—The market has remained steady to firm with buyers offering rather higher rates. Quotations today are Tungchow at Tls. 34.50 to Tls. 34.00. Steam Ginned at Tls. 32.50. to Tls. 32.00. Taichong at Tls. 33.00 to Tls. 32.50. Ordinary Shanghai at Tls. 31.50 to Tls. 31.00, and Ningpo cotton at Tls. 30.00. New Crop Hankow grades are offered at Tls. 30.00 to Tls. 29.50, and Shensi No. 1 at Tls. 34.50 to Tls. 34.00. Market at the close is steady.

Yarn

Local Yarn.—Our market during the interval has been quite strong and further sales have been made for delivery well into next year, in fact it is reported that nearly all the local mills have sold their production as far ahead as next June. Sales that have come under our notice for forward delivery are reported in the following:

10's 250 Bales Chelin at Tls. 158.00 to Tls. 160.00.

12's 200 Bales Teenkwan at Tls. 176.00.

14's 250 Bales Four Hee at Tls. 190.00.

16's 1800 Bales Wedding (Heavy) at Tls. 215.00 to Tls. 225.00, 600 Bales Censor at Tls. 220.00.

20's 400 bales Tramway at Tls. 224.00.

Indian Yarn.—Market firm, considerable business is reported in forward business; sales reported as follows:

No. 10's—200 bales Connaught at Tls. 159.50 to Tls. 163.50, 50 Bales Jubilee (Ring) at Tls. 158.00, 100 Bales Tricumdas (Ring) at Tls. 163.50.

No. 12's—200 Bales China Mill at Tls. 180.50, 300 Bales Currimbhoy (Ring) at Tls. 175.00 to 182.00.

GERMANS BEGIN NEW WAR GUILT INQUIRY

Mendelssohn-Bartholdy, Montgelas, And Schucking Will Add Material

By George Renwick

Berlin, September 12.—The German Government has decided to have another inquiry made into the origin and causes of the war. It will be remembered that, after the November revolution, to Karl Kautsky, the well-known Socialist and publicist, and his wife, was given the task of examining all documents concerning the outbreak of the war and of drawing up a report on them. For a long time the Government has hesitated to publish this report, though it is in type. Now the Government has commissioned Professor Mendelssohn-Bartholdy of Wurzburg University, General Count Montgelas, and Professor Schucking to investigate the whole problem much more fully. They will receive all the material which is here and which Frau Kautsky brought together and will also have access to all documents.

Professor Mendelssohn-Bartholdy will deal with political events during several years before the war and will trace the relation of the Austro-Servian crisis to the whole prewar political situation. His part of the work will, it is declared, be "for the most part quite new."

Count Montgelas will tackle the question of Russian mobilisation, while Professor Schucking will turn his attention to the diplomatic happenings between the Serajevo assassinations and the Russian mobilisation. The Kautsky material will be included in the second and third sections of the contemplated report, and these sections will be published before the first part, which will involve more work than the other two.

It is hoped to publish the result of the inquiry at an early date, and it will at least be ready in manuscript for consideration by the Parliamentary Committee of Inquiry into the same subject which meets on September 23.

Professor Schucking is President of the commission which the Government some months ago appointed to inquire into certain cases which are of international interest.

The Independent Socialists continue to hold their national conference here behind closed doors, though outside they are going to bring about a great counter-revolution when Winter comes. It would appear from meager reports allowed to pass out of their closely guarded conference hall that this threatened coup de main is the subject of much doubt, hesitation, and pain in the ranks of those disgruntled extremists. In putting its money on the world revolution, one of the party leaders, Hilferding, said the party had made a bad speculation. They could hope for no relief from the West while the East showed how greatly economic factors could interfere with revolutionary movements. He doubted if the economic weapon could be successfully countered. The split in the party was further shown by a violent attack on Karl Kautsky. Haase, the party's leader, defended him, but others demanded he should be expelled from its ranks. Despite all their tall talk, it is clear that these extreme Socialists are in a very bad way.

Amusements

New Helen Theatre
Haining Road.

SUNDAY MATINEE
"The Tiger's Trail"
11th and 12th Episodes
and
"INFIDELITY"
6 Parts.

SUNDAY EVENING
"Infidelity"
6 Parts.
"The Bull's Eye"
3rd and 4th Episodes.

MONDAY EVENING
"The Tiger's Trail"
13th and 14th Episodes.
also
Triangle and Chaplin Comedies

ISIS THEATRE
Junction of North Szechuen Road Extension and Jukong Road.
(100 Yards from Range Road)

The largest and most Up-To-Date Cinema Theatre in Shanghai
SUNDAY MATINEE
"THIRD GENERATION"
4 Parts.
also
"BEATRIX FAIRFAX"
12th and 13th Episodes
SUNDAY EVENING
"THIRD GENERATION"
and
Triangle and Chaplin Comedies.
MONDAY EVENING
Douglas Fairbanks
"THE LAMB"
Five Parts.
Highly amusing and interesting Comedy-Drama. Fairbanks can be a great coward, as meek as a lamb, and at the same time, when perils are at hand, can defend a girl from the attacks of lawless Mexican outlaws.
ALSO SHOWING
Three Reels of Chaplin Comedies
Stalls, 80 Cents; Dress Circle, 40 Cents. Box Seat 50 Cents.

LYCEUM THEATRE
THE FAMOUS
Russian Grand Opera Co.
Personal Representative
L. FEODOROFF
TO-NIGHT TO-NIGHT
at
OLYMPIC THEATRE
Sunday, Oct. 19th (Matinee) "FAUST"
Sunday, Oct. 19th (Evening) "PIQUE-DAME"

LYCEUM THEATRE
Monday 20th "RIGOLETTO"
Tuesday 21st "BORIS GODONOV"
Wednesday 22nd "LAKME"
Thursday 23rd "PAGLIACCI AND CAVALLERIA RUSTICANA"
Friday 24th "BARBER OF SEVILLE" and SPECIAL BALLET
Saturday 25th "AIDA"
Sunday 26th "THE MERMAID" Olympic Theatre Matinee
Sunday 26th "CARMEN" Olympic Theatre Evening
Usual Prices at Matinees Only
Booking now open at MOUTRIE'S
Time: Evening 8.30 and Matinee 2.30 p.m. SHARP
Under the Direction of A. STROK

Amusements

Towa Cinema
No. 4 Woochang Road, (Near Chapoo Road).
PROGRAMME for 20th, 21st, 22nd and 23rd.
"The Moon Child"
Episodes 4th and 5th.
UNIVERSAL CURRENT EVENTS
"Jam and Jealousy"
Single reel comedy.
Admission Price: 30, 20 and 10 Cents

Towa Theatre
No. 4 Woochang Road (near Chapoo Road)
PROGRAMME
Tonight Tonight
"The Girl from Frisco"
Episode 3
"The witch of the dark house"
Episode 4
"The dominion of Fernandez".
"Fatty," a Keystone comic picture, and other Single Reel Dramas.
Admission Prices: 30, 20 and 10 cents.

AMUSEMENTS

Victoria Theatre
SHOWING on Oct. 19th & 20th
MARIE DORO
IN
"HEART'S DESIRE"
A quaint whimsical delightful story, in which a beautiful and courageous young peasant girl triumphs over circumstances that would scare a man.

Olympic Theatre
NEW PROGRAMME
For Sunday, Oct. 19th
Presenting
VIVIAN MARTIN
and
SESSUE HAYAKAWA
in
"FORBIDDEN PATHS"
AN ENTHRALLING STORY OF LOVE AND SACRIFICE

Good Things to Eat and Drink
Short Orders a Specialty
THE TROCADERO
14 Astor Road Phone: North 1469

A TREAT FOR SPORTSMEN
OCT. 20—AT THE APOLLO—OCT. 21 and 22

GEORGES CARPENTIER
The French Champion
DICK SMITH
English Light-heavyweight champion and Holder of the Lonsdale Belt.
8 ROUNDS OF CLEAN CLEVER FIGHTING 8
FILM BY THE FAMOUS PATHE EXPERTS
The clever French Boxer who threw up all his engagements to fight for France now returns to his old love and in beating Smith proves that he has not lost that skill and clever ringcraft that made him
THE IDOL OF FRANCE
Smith too shows in this fight a deal of the skill and endurance that built up his reputation and a chance to meet Carpentier.
A CLEAN FIGHT FROM START TO FINISH
PATHE'S BRITISH AND AMERICAN GAZETTES
LONESOME LUKE in
"JAZZED HONEYMOON"
One Part Comedy.
And Other New Films.
Matinee today 3 p.m.
BESSIE LOVE
in
"CAROLYN OF THE CORNERS"
5 Part Drama.
To-night 9.15 p.m.
FANNIE WARD
in
"THE CRY OF THE WEAK"
5 Part Drama.
Prices: Circles $1.50, Stalls and Pit $1.00 Book at Robinson's

GRAND JAPANESE
WRESTLING MATCHES
150 SELECTED CHAMPION WRESTLERS
from TOKYO and OSAKA
will exhibit their
NATIONAL GAMES
At the Japanese Riding School Ground, near the Tram Terminus, North Szechuen Road Extension.
FIRST AND LAST CHANCE IN SHANGHAI
60 Matches Every Night!
ADMISSION: $3.00 per seat, obtainable at the gate.
MANAGER: IKAZUCHI GONDAYU.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS—The China Navigation Co.'s Steamer **Chungking**, Captain W. T. Roberts, will leave on **Sunday**, October 19, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. McIlwains, will leave on **Sunday** night. For Freight or Passage, apply to **C.M.S.N. Co.**

HANKOW & PORTS—The Co.'s Steamer **Fengyang Maru**, Captain S. Takano, will be despatched from N. Y. K. Mail Wharf on **Monday, October 20**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 16, Canton Road.

HANKOW & PORTS—The Indo-China S. N. Co.'s S.S. **Kutwo**, 2,664 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on **Monday, October 20**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. 240.

HANKOW & PORTS.—The Str. **Kiangwah**, Captain J. McAruth, will leave on **Monday** night. For Freight or Passage, apply to **C.M.S.N. Co.**

HANKOW & PORTS—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, **October 21**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on Tuesday, October 21, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on Wednesday, Oct. 22, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on Wednesday, Oct. 22, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS—The China Navigation Co.'s Steamer **Ngankin**, Captain Meathrel, will leave from the French Bund on Thursday, October 23, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain H. Asai, will be despatched from N.K.K. Pootung Wharf on Thursday, **October 23**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Hwah Lee**, (Chartered) 1,151 Tons, Captain Lee, will sail for the above-mentioned ports from Hunts Wharf on Thursday, **October 23**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Friday, October 24**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Loongwo**, Captain Findeison, will sail for the above-mentioned ports from Hunt's Wharf on **Friday, October 24**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

For Southern Ports

HONGKONG & CANTON.—The Str. **Kwangtee**, Captain A. P. Sangster, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

FOOCHOW.—The Str. **Hsinchi**, Captain E. Hansen, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott, R. N. R., will leave from the French Bund on **Monday, October 20**, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on **Tuesday** afternoon at 4 p.m. For Freight or Passage, apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on **Tuesday, October 21**, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Sinkiang**, Capt. G. W. Eedy, will leave from the French Bund direct for the above ports on **Thursday, October 23**, at 10 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents Freight Tel. No. 77 Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. **Taito Maru**, Captain M. Takagi, will be despatched from the Co.'s Yangtszepoo Wharf on **October 24**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer **Tean**, Capt. McDonald, will leave from the French Bund on **Saturday, Oct. 25**, at 11.30 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Freight Tel. No. 77 Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepopo Wharf on **October 28** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nimoto, will be despatched from the Co.'s Yangtszepoo Wharf on **November 14**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

TIENTSIN Direct.—The Str. **Feiching**, Captain J. Smith, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO & NEWCHWANG.—The Str. **Kungping**, Captain C. Shepherd, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Chekiang** Captain H. A. Walker, will leave on **Sunday, October 19**, at 11 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TIENTSIN.—The Str. **Hsinchang**, Captain W. R. Wallace, will leave on Tuesday morning. For Freight or Passage, apply to **C.M.S.N. Co.**

NEWCHWANG.—The Str. **Toonan**, Captain C. Taylor, will leave on Tuesday morning. For Freight or Passage, apply to **C.M.S.N. Co.**

NEWCHWANG.—The China Navigation Co.'s Steamer **Paoting**, Captain R. Ritchie, will leave on **Tuesday, October 21**, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain McIntosh, will leave from the French Bund on **Tuesday, October 21**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Steamer **Kwellin**, Captain A. McDowell, will leave on Wednesday, Oct 22, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Thursday, October 23**, at 10 a.m For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Freight Tel. No. 77 Passage Tls. No. 401.

TSINGTAO.—The China Navigation Co's Steamer **Chenan**, Captain H. E. Laver, will leave from the Watung Wharf on **Friday, October 24**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Tuebben, will leave from the French Bund on **Saturday, October 25**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Freight Tel. No. 77 Passage Tel. No. 401.

TIENTSIN & DAIREN.—The Str. **Kohoku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **October 28**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

VLADIVOSTOK.—The Steamer **Tungus**, Captain Krachmaleff, will leave on **October 29**. For Freight or Passage apply to **HEIMANN & Co.**, 19A Canton Road, (Tel. No. Central 1604).

For Foreign Ports

TACOMA & SEATTLE CALLING at VICTORIA B.C. N'SAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. Str. **Manila Maru**, Capt. S. Kobayashi, will be despatched on October 22. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. 4234 and 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Celebes Maru**, Captain T. Konishi, will be despatched from the Co.'s No. 9 Buoy Wharf on **November 3**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON, via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, ANTWERP and ROTTERDAM.—The Steamer **Alps Maru**, Captain T. Yamaguchi, will be despatched from the Co.'s No. 9 Buoy or about middle **Nov.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 and 4235.

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per O.S.K. s.s. Manila Maru Oct. 22

For United Kingdom
Per B. & S. Peleus Oct. 20

For Japan
Per N.Y.K. s.s. Chikugo Maru Oct. 20

For Vladivostok
Per R.V.F. s.s. Penza Oct. 22

MAILS DUE

From U.S. and Canada
Per R.M. s.s. Empress of Russia

From India, etc.
Per B.I. s.s. Gregory Apcar Oct. 25
Oct. 20
Per R.M. s.s. Empress of Japan
Oct. 20

From France
Per M.M. s.s. Sphinx . .Nov. —

Passengers Arrived

Per C.N. s.s. Hsin Peking from Ningpo: Misses Williams and Wadman, Messrs. H. P. Wadman, V. Read.

Per C.M. s.s. Kiangteen, from Ningpo: Miss L. Campbell.

Per I.-C. s.s. Kutwo from River ports: Messrs. Pagnette, Woto, Bush, Hobman, Grant, Mr. and Mrs. McLard.

Per C.N. s.s. Suiyang from Hongkong: Miss G. L. Coffock, Messrs. A. Malcolm, A. W. McCallum, F. L. Marshall, McDougall, G. Murdock, E. B. de Dosa.

Per N.Y.K. s.s. Chikugo Maru from Japan: Messrs. Hino, Kozaka, Ogawa, Sakamoto, Tanaka, C. A. Smith, Y. C. Banham, H. W. Maxted, J. P. Smith, Tschundin.

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For **WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).**—S.S. **Tungchow, Fengtien, Shuntien and Shengking.**—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For **AMOY, SWATOW, HONGKONG and CANTON.**—S.S. **Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.**—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Phillippines and Australian ports will be advised upon application.

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For **NINGPO.**—S.S. **Hsin Peking.**—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.
For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son. Russo-Asiatic Bank Buildings, 15 The Bund.

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	Tons	Capt.	Arrive	Leave.
*CELEBES MARU ..	18,000	T. Konishi,	Nov. 1	Nov. 3
*ALPS MARU	18,000	T. Yamaguchi,	Middle of Nov.	

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*MANILA MARU ..	18,000	S. Kobayashi,	Oct. 21	Oct. 22
AFRICA MARU ...	12,000	H. Yamamoto,	Nov. 21	Nov. 22

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Nimoto,	Nov. 13	Nov. 14
MEXICO MARU	12,000	K. Kamiya,	Nov. 29	Nov. 30

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU ...	5,000	M. Tsubaki.	Oct. 26	Oct. 28

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
TAITO MARU	3,000	M. Takagi,	Oct. 22	Oct. 24
KEELUNG MARU ..	3,000	Y. Fukama,	Oct. 26	Oct. 28

*Fully booked for passage.

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FOR HONGKONG
KOREA MARU ..... November 16

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S.S. "KHIVA" leaving about 28th October
S.S. "NOVARA" leaving about 9th December
FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DUNERA" leaves 2nd November (cargo).
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FOR CALCUTTA via JAPAN
S.S. "GREGORY APCAR" leaving about 27th October

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S.S. EMPRESS OF RUSSIA, November 1
Shanghai to Victoria-Vancouver

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SINGAPORE via HONGKONG
S.S. "SEATTLE SPIRIT" ..... About OCT. 28th

SEATTLE
S.S. "WHEATLAND OF MONTANA".... Middle NOV.
S.S. "ENDICOTT" ..... " DEC

PORTLAND
S.S. "WEST HARTLAND" ..... Middle NOV.
S.S. "NISHMAHA" ..... Early DEC.

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S.S. "CHINA" ..... NOV. 10th
S.S. "NILE" ..... DEC. 6th
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YOKOHAMA MARU	12,500	K. Okamoto,	Nov. 10

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	Tons	Capt.	
SUWA MARU	21,000	R. Shimiza,	Nov. 5

KOBE TO SEATTLE

	Tons	Capt.	
KATORI MARU	19,000	E. Tozawa,	Oct. 28

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

	Tons	Capt.	
CHIKUGO MARU	5,500	Y. Yoshida,	Oct. 21
KASUGA MARU	7,000	E. Takahashi,	Oct. 28
YAMASHIRO MARU	7,000	T. Terada,	Nov. 4

SHANGHAI, KOBE AND OSAKA LINE (Via Moji).

	Tons	Capt.	
TAKESHIMA MARU	4,500	D. Awoshima,	Oct. 22
YAWATA MARU	7,000	H. Mojiri,	Oct. 25
OMI MARU	7,000	H. Yamamoto,	Oct. 29
UMANO MARU	9,500	T. Sasaki,	Nov. 1

FOR JAPAN

	Tons	Capt.	
TAMBA MARU	12,500	K. Stoano,	Oct. 23

FOR HONGKONG

	Tons	Capt.	
KASHIMA MARU	19,000	M. Machida,	Nov. 9

FOR MANILA AND HONGKONG

	Tons	Capt.	
KATORI MARU	19,000	E. Tozawa,	Dec. 31

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NIKKO MARU	10,000	G. Yamazaki,	Oct. 25
AKI MARU	12,500	S. Shibata,	Nov. 19
TANGO MARU	14,000	M. Nishimura,	Dec. 24

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TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20.35	8.35		0	dep. Peking arr.		19.50
23.45	11.12			arr. Tientsin-Central dep.		17.00
23.5	11.17		84	dep. Tientsin-Central arr.		16.53
24.00	11.25			arr. Tientsin-East dep.		16.45
19.35			524	arr. Mukden dep.		

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep. Tientsin-East arr.		17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr. Tientsin-Central dep.		16.55	15.35	20.05
7.25	10.15	11.55		dep. Tientsin-Central arr.		16.31	15.20	19.45
13.02	16.00	15.30	78	dep. Tsanghow dep.		13.05	11.28	15.28
16.40	19.20	18.08	148	dep. Techow dep.		10.33	8.47	11.56
19.57	22.12	20.21	—	arr. Tsinanfu dep.		8.06	6.00	8.30
7.—	:		220	:				8.—
6.00	22.25	20.31	—	dep. Tsinanfu arr.		7.56	5.40	19.02
9.27	1.00	23.31	266	dep. Tsinanfu dep.		6.01	3.25	16.24
12.27	5.47	0.38		arr. Yenchowfu dep.		3.49	0.40	13.00
12.47	4.02	0.48	318	dep. Yenchowfu arr.		3.39	0.02	12.58
16.30	6.55	3.16	377	dep. Linchang dep.		1.20	21.24	9.26
19.02	8.45	4.50	—	arr. Hsuchowfu dep.		23.36	19.20	6.30
9.—	:		420	:				10.—
5.40	9.00	4.57	—	dep. Hsuchowfu arr.		23.29	19.00	20.50
11.26	13.02	8.23		arr. Pengpu dep.		19.53	14.55	15.20
11.51	13.20	8.40	523	dep. Pengpu arr.		19.46	14.35	14.09
18.27	17.34	11.52	600	dep. Chuchow dep.		16.48	10.50	8.27
20.08	18.55	13.00	681	arr. Pukow dep.		15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line		Exp.	N. Exp.
23.00	14.20	0	dep. Nanking-Ferry arr.		14.15	6.50
7.00	21.00	193	arr. Shanghai-North dep.		7.55	23.00

Yenchowfu-Tsiningchow Branch Line					Linchang-Tsochuang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Linchang a.	6.28	15.50	21.00
14.03	5.05	a. Tsinangchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements

intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 19, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
TODAY							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo	Chekiang	10.00	..	..	..	..	9.30
TOMORROW							
Hongkong and Canton	Suiyang	21.00	..	..	..	..	21.00
Hongkong	do	..	17.00	..	..	..	..
W'wei, C'foo, and T'tsin	Koonshing	..	11.00	..	..	..	..
Manila and Hongkong	E. of Russia	..	13.00	..	..	..	..
Weihaiwei and Chefoo	Koonshing	11.00	..	..	..	..	10.30
Vladivostok and Siberia	Via P. & H.	17.00	..				17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Manila direct	E. of Russia	..	..	12.00	..	..	11.00
Manila Direct	do	13.00	..	..	..	..	12.30
United Kingdom, via Suez	*Peleus	..	11.00	..	..	..	11.00
Japan Ports	Chikugo M.	17.00	17.00	..	..	..	16.30
V'stok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, October 21.							
W'wei, C'foo, and T'tsin	Fengtien	..	14.00	..	..	..	..
Hongkong	E. of Japan	..	9.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	13.30
Hongkong and Canton	E. of Japan	9.00	..	..	..	..	8.30
Japan Ports	T'shima M.	19.00	17.00	..	..	..	18.30
Wednesday, October 22.							
Tientsin	Yusang	..	9.00	..	..	..	..
Swatow and Hongkong	Hangsang	..	9.00	..	..	..	..
S'tow, H'kong & C'ton	Hangsang	9.00	..	..	..	..	8.30
Japan, Canada, U.S.A. and Europe	Manila M.	16.00	..	..	..	..	15.30
Japan, via Kobe	Tamba Maru	19.00	..	..	..	..	18.30
Vladivostok	Penza		13.00	..	..	..	12.30
Thursday, October 23.							
Amoy, H'kong & C'ton	Sinkiang	9.00	..	..	..	..	8.30
Amoy and Hongkong	do	..	9.00	..	..	..	..
Sunday, October 26.							
H'kong, Straits, S. Ports & Europe via Suez	Prinzessin	16.00	..	..	..	..	15.30

*Correspondence marked via Suez

†Parcels only.

B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.

C Money orders and parcel post at 11 a.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag Agents
Aug. 10	Tsingtau	Ralph Moller	Br. M. & Co.
Aug. 26		Taiten Maru	Jap.
Aug. 29	Japan	Chinpu	
Sep. 17	Swatow	Hanamet	Am.
Sep. 18	Hongkong	Shansi	Br. B. & S.
Sep. 26		Wanli	Chi. S.P.S.N. Co.
Oct. 1	Japan	Chinhsing	Chi.
Oct. 1	Chinwangtao	Toeki Maru	Jap. M.B.K.
Oct. 4	Japan	Produce	Br. Ch. R. Shaw
Oct. 6	Foochow	Shikano Maru	Jap.
Oct. 7		Hungtee	Chi. W. & C.
Oct. 9	Liverpool	Anamba	
Oct. 10	Vladivostok	Eurymedon	Br. B. & S.
Oct. 12	Japan	Keemun	Br. B. & S.
Oct. 12	Japan	Peleus	Br. B. & S.
Oct. 13	Chefoo	Senzan Maru	Jap. S. Shokai
Oct. 14	Hongkong	Kungping	Chi. C.M.S.N. Co.
Oct. 14	Dairen	Kwanglee	Chi. C.M.S.N. Co.
Oct. 15	Tientsin, Ports	Dalnikalo Maru	Jap. M. T. Co.
Oct. 15	Wenchow	Mingshun	Chi. S.P.S.N. Co.
Oct. 16	Cruise	Yungshin	Chi. N.S.S.N. Co.
Oct. 16	Foochow	Store Nordiske	Dan. G. N. T. Co.
Oct. 16	Japan	Hsinchi	Chi. C.M.S.N. Co.
Oct. 16	Japan	Cape Town M.	Jap. M. M. Cie.
Oct. 16	Japan	Nagasaki Maru	Jap. M. T. Co.
Oct. 16	River Ports	Niigata Maru	Jap. S. Shokai
Oct. 16	Chinwangtao	Luenyi	Br. B. & S.
Oct. 16	San Francisco	Hwankun	Chi. Ch. R. Shaw
Oct. 17	Vladivostok	West Hepburn	Am. Dollar Co.
Oct. 17	Portland	Penza	Rus. R. V. F.
Oct. 17	Tientsin, Ports	West Segovia	Am. S. & Dix
Oct. 17	Tientsin, Ports	Koonshing	Br. J. M. & Co.
Oct. 17	Tientsin, Ports	Fengtien	Br. B. & S.
Oct. 17	Tientsin, Ports	Feiching	Chi. C.M.S.N. Co.
Oct. 17	Japan	Chekiang	Br. B. & S.
Oct. 17	River Ports	Toyu Maru	Jap.
Oct. 17	River Ports	Waishing	Br. J. M. & Co.
Oct. 17	River Ports	Chungking	Br. B. & S.
Oct. 17	River Ports	Kiangyung	Chi. C.M.S.N. Co.
Oct. 17		Yohyang Maru	Jap. N.K.K.
Oct. 17	Singapore	Natica	Br.
Oct. 17	Chinwangtao	Bolton Castle	Br. D. & Co.
Oct. 17	Dairen	Shinyue	Chi. S.P.S.N. Co.
Oct. 17	Liverpool	Sakaki Maru	Jap. S.M.R.
Oct. 18	Cruise	Stentor	Br. B. & S.
Oct. 18	Cruise	Pacific	Dan. G.N.T. Co.
Oct. 18	Cruise	Liuhsing	Chi. Customs
Oct. 18	Japan	Likin	Chi. Customs
Oct. 18	Japan	Tenryu Maru	Jap.
Oct. 18	Japan	Kamiyoshi Maru	Jap. M.B.K.
Oct. 18	Japan	Chikugo Maru	Jap. N. Y. K.
Oct. 18	Hongkong	Nagata Maru	Jap. M.S.K.
Oct. 18		Sulyang	Br. B. & S.
Oct. 18		Nissho Maru	Jap. S. Shokai
Oct. 18	River ports	Sumiyoshi Maru	Jap.
Oct. 18	River ports	Kutwo	Br. J. M. & Co.
Oct. 18		Kiangwah	Chi. C.M.S.N. Co.
Oct. 18		Daihakusan Maru	Jap.
Oct. 18		Chihli	Br. B. & S.
Oct. 18	Chinwangtao	Hwahsin	Chi. N.S.S.N. Co.
Oct. 18		Produce	Br. A.P. Co.
Oct. 18	Newchwang	Toonan	Chi. C.M.S.N. Co.

Information For Mariners

SUNDAY, OCTOBER 19

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at 10 and 11 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
H M	Ft. In.	H M	Ft. In.
8 55	5 3	9 33	5 4

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M.		P.M.	
H	M	H	M
7	29	8	4

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises		Moon Sets		Sun Rises		Sun Sets		Daylight		Dark	
H	M	H	M	H	M	H	M	H	M	H	M
1	38 a.m.	2	36 p.m.	5	6	4	5	27	5	19	6	12

Mean Barometric Pressure at Shanghai

For October 30.08 in.
764.1 mm.

Shipping Items

The I-C. s.s. Hangsang left Hongkong for Swatow and Shanghai on Wednesday and is due here today.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.M. s.s. Hsingfung left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The I.-C. s.s. Yusang is due in Shanghai from Tientsin and Chefoo today.

The P. and O. s.s. Prinzessin is due in Shanghai from Vancouver on Tuesday and will sail for London via Suez at noon on Sunday, October 26.

The P. and O. s.s. Khiva will leave Kobe next Thursday at noon and is due in Shanghai on Sunday, the 26th.

The P. & O. s.s. Dunera, from Bombay, is expected to arrive at Hongkong on the 24th and in Shanghai on the 28th.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai yesterday.

The S. & D. s.s. Elkhorn, with 1,400 tons of general cargo and a million feet of lumber for this port, left Seattle for Japan ports and Shanghai on October 4 and is due here about November 7.

The C.P.O.S. s.s. Empress of Russia, from Vancouver, arrives at Woosung at 8 o'clock tonight and the tenders Alexandra and Victoria with inward bound passengers and mails may be expected to reach the Customs Jetty at 9:30 o'clock tomorrow morning. The Russia sails for Manila and Hongkong tomorrow afternoon and the tender with outgoing passengers will leave the Customs Jetty at 2 o'clock.

The I.-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai today.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The C.N. s.s. Shengking will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The N.Y.K. s.s. Takeshima Maru is due in Shanghai from Osaka, Kobe and Moji today.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Kiukiang will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Shantung will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Tean will leave Tsingtau for Shanghai on Tuesday.

The K.M.A. s.s. Kaiping left Chinwangtao for Shanghai on Thursday.

The P.M. s.s. Archer left Shanghai for San Francisco and ports yesterday.

The C.M. s.s. Nile left Shanghai for Japan ports, Honolulu and San Francisco yesterday evening.

The C.P.O.S. s.s. Empress of Japan is due at Woosung from Vancouver, Japan and Tsingtau at 3 o'clock tomorrow afternoon and the tender with inward bound passengers and mails may be expected to reach the Customs Jetty at 6:30 o'clock. The Japan sails for Hongkong direct on Tuesday and the passenger tender will leave the Customs Jetty at 10 a.m.

Passengers Departed

Per C.N. s.s. Yingchow for Hongkong: Lady Ho Tung and family, Mr. and Mr. F. Souter, Mrs. A. N. Smart, Messrs. A. E. Simmons and J. R. Sened.

Per N.Y.K. s.s. Kumano Maru for Japan: Messrs. R. A. Bovet, K. Wand, H. Wang, T. Wang, K. Go, Morita, Sato, Loshida, Kame, Hosoda, J. F. Olesen, P. B. Joly, Tanaka, Tomura, Nishihat, Tamugawa, M. and Mrs. I. Chin, Mrs. F. Sharp and child, Mr. and Mrs. Robinson, Mr. and Mrs. Kishi.

Siccawei Weather Report

17.—The typhoon of the Marianas passes near Guam inclining in the direction of Japan. The one of the China Sea is nearly steady, near the Paracels, possibly recurving towards southern Formosa. Local low on Gulf of Pechihli. High pressures in Central China where prevails one more fine day, with warm afternoon. Monsoon in the Formosa Channel.

18.—Fine, cool morning. Singular streams of fog in the fields. Light southerly breezes. The pressure continues to decrease.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Oct.	—	New York	Bolton Castle	Br.	D. & Co.
Oct.	20	New York	Manetic	Br.	D. & Co.
Oct.	21	Seattle	West Islip	Am.	S. & Dix
Oct.	22	Tacoma	Manila Maru	Jap.	O. S. K.
Oct.	26	Vancouver	Beagle Dollar	Br.	Dollar Co.
Oct.	27	San Francisco	West Cactus	Am.	S. & Dix
Nov.	1	Vancouver	E. of Russia	Br.	C.P.O.S.
Nov.	1	Seattle	Seattle Spirit	Am.	A. Line
Nov.	5	Seattle, etc.	Suwa Maru	Jap.	N.Y.K.
Nov.	5	San Francisco	Stanley Dollar	Br.	Dollar Co.
			Nanking	Am.	C.M.S.S. Co.
			E. of Japan	Br.	C.P.O.S.
			Colombia	Am.	P.M.S.S. Co
			West Harth	Am.	Dollar Co.
			W. of Montana	Am.	A Line
			Eurylochus	Br.	B. & S.
			West Hartland	Am.	A Line
			West Hepburn	Am.	Dollar Co.
			Lowther Castle	Br.	D. & Co.
			China	Am.	C.M.S.S. Co
			Slavic Prince	Br.	S. Tomes & Co.
			E. of Asia	Br.	C.P.O.S.
			C. of Newcastle	Br.	J.M. & Co.
			Korea Maru	Jap.	T. K. K.
			West Munham	Am.	A. Line
			Nishmaha	Am.	A Line
			Venezuela	Am.	P.M.S.S. Co.
			Melville Dollar	Br.	Dollar Co.
			Grace Dollar	Br.	Dollar Co.
			Cadaretta	Am.	Dollar Co.
			Harold Dollar	Br.	Dollar Co.
			E. of Japan	Br.	C.P.O.S.

FOR EUROPE, INDIA, STRAITS, ETC.

Oct.	20	Marseilles, etc.	Cape Town M.	Jap.	M.M. Cie.
Oct.	22	Singapore	Iconium	Am.	A Line
Oct.	26	London	Prinzessin	Br.	M.M. & Co.
Oct.	27	Calcutta via Japan	Gregory Apcar	Br.	M.M. & Co.
Oct.	28	London	Khiva	Br.	P.&O.S.N. Co.
Oct.	28	Singapore	Seattle Spirit	Am.	A Line
Oct.	29	London	Peleus	Br.	B. & S.
Oct.	29	London	Kaga Maru	Jap.	N. Y. K.
Oct.	31	London	C. of Melbourne	Br.	J. M. & Co.
Oct.	31	Marseilles	Paul Lecat	Fr.	M.M. Cie
Nov.	1	Liverpool	Lycaon	Br.	B. & S.
Nov.	3	London	Celebes Maru	Jap.	O. S. K.
Nov.	6	London	Mentor	Br.	B. & S.
Nov.	7	Bombay	Dunera	Br.	M.M. & Co.
Nov.	8	London	Glenade	Br.	G. L. E. A.
Nov.	9	London	Carnarvonshire	Br.	G. L. E. A.
Nov.	10	London	Yokohama Maru	Jap.	N.Y.K.
Nov.	15	Trieste	Nippon	Dut.	D. & Co.
Nov.	22	London	Cardiganshire	Br.	G. L. E. A.
Nov.	26	London	Carmarthenshire	Br.	G. L. E. A.
Dec.	3	London	Kalomo	Br.	J.M. & Co.
Dec.	9	London	Novara	Br.	P.&O.S.N. Co.

FOR SOUTHERN PORTS

Oct.	19	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Oct.	19	Hongkong & Canton	Kwanglee	Chi.	C.M.S.N. Co
Oct.	20 4.30	Ningpo	Hsin Peking	Br.	B. & S.
Oct.	20 4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Oct.	20	Manila, Hongkong	E. of Russia	Br.	C.P.O.S.
Oct.	21	Manila, Hongkong	E. of Japan	Br.	C.P.O.S.
Oct.	21 4.00	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Oct.	21 9.00*	Hongkong, Canton	Suiyang	Br.	B. & S.
Oct.	22 10.00*	S'tow, H'kong, C'ton	Hangsang	Br.	J.M. & Co.
Oct.	22 —	Hongkong	Iconium	Am.	A. Line
Oct.	23 10.00*	Amoy, H'kong, C'ton	Sinkiang	Br.	B. & S.
Oct.	24 —	F'chow, K'lung, Takao	Taito Maru	Jap.	O. S. K.
Oct.	25 11.00*	S'tow, H'kong, C'ton	Tean	Br.	B. & S.
Oct.	25 —	Hongkong	Nanking	Am.	C.M.S.S. Co.
Oct.	25 —	Manila, Hongkong	Colombia	Am.	P.M.S.S. Co.
Oct.	28 —	Hongkong	Seattle Spirit	Am.	A. Line

FOR NORTHERN PORTS

Oct.	19 2.00	Vladivostok	Penza	Rus.	R. V. F.
Oct.	19 11.00*	W'wei, C'foo, T'tsin	Chekiang	Br.	B. & S.
Oct.	19 —	Chefoo & N'chwang	Kungping	Chi.	C.M.S.N. Co.
Oct.	19 —	Tientsin	Feiching	Chi.	C.M.S.N. Co.
Oct.	19 8.00*	Dairen	Sakaki Maru	Jap.	S. M. R.
Oct.	19 9.00*	Tientsin	Chihli	Br.	B. & S.
Oct.	20 9.00*	Chinwangtao	Hanyang	Br.	B. & S.
Oct.	20 noon	W'wei, C'foo, T'tsin	Koonshing	Br.	J.M. & Co.
Oct.	21 9.00*	Newchwang	Paoting	Br.	B. & S.
Oct.	21 3.00	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Oct.	21 —	Newchwang	Toonan	Chi.	C.M.S.N. Co.
Oct.	21 —	Tientsin	Hsinchang	Chi.	C.M.S.N. Co.
Oct.	22 9.00*	Antung	Kweilin	Br.	B. & S.
Oct.	22 9.30*	Tsingtau & Dairen	Kobe Maru	Jap.	S.M.R.
Oct.	22 10.00*	Tientsin	Yusang	Br.	J. M. & Co.
Oct.	23 10.00*	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Oct.	24 11.00*	Tsingtao	Chenan	Br.	B. & S.
Oct.	25 10.00*	W'wei, C'foo, T'tsin	Shengking	Br.	B. & S.

FOR RIVER PORTS

Oct.	19	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Oct.	20	M.N. Hankow, etc.	Kutwo	Br.	J.M. & Co.
Oct.	20	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Oct.	20	M.N. Hankow, etc.	Fengyang Maru	Jap.	N. K. K.
Oct.	20 9.00*	Wuhu	Ningpo	Br.	B. & S.
Oct.	21	M.N. Hankow, etc.	Tachi Maru	Jap.	N. K. K.
Oct.	21	M.N. Hankow, etc.	Poyang	Br.	B. & S.
Oct.	21	M.N. Hankow, etc.	Hsinfung	Chi.	C.M.S.N. Co.
Oct.	21	M.N. Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Oct.	21	M.N. Hankow, etc.	Tachi Maru	Jap.	N. K. K.
Oct.	22	M.N. Hankow, etc.	Klangfoo	Chi.	C.M.S.N. Co.
Oct.	22	M.N. Hankow, etc.	Woosung	Br.	B. & S.
Oct.	22	M.N. Hankow, etc.	Siangyang Maru	Jap.	N. K. K.
Oct.	23	M.N. Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Oct.	23	M.N. Hankow, etc.	Ngankin	Br.	B. & S.
Oct.	23	M.N. Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
Oct.	24	M.N. Hankow, etc.	Loongwo	Br.	J.M. & Co.
Oct.	24	M.N. Hankow, etc.	Kiukiang	Br.	B. & S.
Oct.	27	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Oct.	27	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co
Oct.	28	M.N. Hankow, etc.	Suiwo	Br.	J. M. & Co

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Departures

Date		For	Ship's Name	Flag Agents
Oct.	18 —	River ports	Hwahta	Chi. C.M.S.N. Co.
Oct.	18 —	River ports	Suiwo	Br. J. M. & Co
Oct.	18 —	River ports	Ichang	Br. B. & S.
Oct.	18 —	River ports	Suiyang Maru	Jap. N.K.K.
Oct.	18 —	Dairen	Wuhu	Br. B. & S.
Oct.	18 —	Canton, ports	Yingchow	Br. B. & S.
Oct.	18 —	Tsingtau	Tean	Br. B. & S.
Oct.	18 —		Shunchong	Chi. T.Y.S.S. Co.
Oct.	18 —	San Francisco	Archer	Am. P.M.S.S. Co
Oct.	18 —	Japan	Glenade	Br. C.L.E.A. Co.
Oct.	18 —	Newchwang	Upolu	Chi. N.S.S.N. Co.
Oct.	18 —	Japan	Wakanoura Maru	Jap. N.Y.K.
Oct.	18 —	Japan	Kumano Maru	Jap. N. Y. K.
Oct.	18 —	San Francisco	Nile	Am. C.M.S.S. Co.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Spine	Br. gun-boat
W.T.W.			Nightingale	Br. gun-boat
M.M.B.	Aug. 18		Wilmington	Am. gun-boat
O.D.W.	Sep. 10		Woodlock	Br. gun-boat
BVIII	Sep. 24		Suma	Jap. gun-boat
B.N.B.	Sep. 29		Bee	Br. gun-boat
S P.	Oct. 2		Matsukaze	Jap. destroyer

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock	Closing Quotations
Banks	
H. K. and S. B.	$585
Chartered	$80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$140 B.
North China	$195 B.
Union of Canton	$ik. 195
Yangtsze	$270
Far Eastern Ins. Co., Ltd.	Tls. 22
Fire Insurances	
China Fire	$138
Hongkong Fire	$343 B.
Shipping	
Indo-China Def.	$195
Indo-China Pref.	$32
"Shell"	137/6
Shanghai Tug (o)	Tls. 39 B.
Shanghai Tug (f)	Tls. 37 B.
Mining	
Kaiping	Tls. 12½ B.
Oriental Cons.	25/—
Raub	$2.10
Docks	
Hongkong Dock	$177
Shanghai Dock	Tls. 118
New Eng. Works	Tls. 26 B.
Wharves	
Shanghai Wharf	Tls. 147½ B.
Hongkong Wharf	Tls. 110 B.
Lands and Hotels	
Anglo-French Land	Tls. 72
China Land	Tls. 50
Shanghai Land	Tls. 63 B.
Weihaiwei Land	Tls. 3
S'hai Hotels Ltd.	Tls. 15 B.
China Realty (ord.)	Tls. 68
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo	Tls. 90
E-wo Pref	Tls. 390 B.
Laou-kung-mow	Tls. 240 B.
Oriental	Tls. 140 B.
Shanghai Cotton	Tls. 255 B.
Kungyik	Tls. 37½ B.
Yangtszepoo	Tls. 21 B.
Yangtszepoo Pref.	Tls. 83
Industrials	
Butler Tiles	Tls. 23
China Sugar	$177
Green Island	$7½
Langkats	Tls.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

ESTABLISHED 1874 — CENTRAL 68

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

MONDAY, October 20th.—Excellent Household Furniture and Effects, at 99 Bubbling Well Road. at 10 a.m. and 2.30 p.m.

WEDNESDAY, October 22nd.—At Salesrooms, 10 a.m. Furniture and Sundries.

SATURDAY, October 25th.—Salesrooms Sportsman's Auction 10 a.m.

MONDAY, October 27th.—A very fine collection of Chinese Curios in Salesrooms.

MIDLAND

SOLID BAND TYRES

For Commercial Vehicles. Large stocks of all sizes ready for immediate shipment. Also all kinds of Rubber Goods, Washers, Valves, Sheeting, Hose, Buffers, Tiling, Belting, Matting, etc. Write for quotations.

THE MIDLAND RUBBER CO., LTD.

RYLAND STREET, BIRMINGHAM, ENGLAND

The International Recreation Club

KIANGWAN RACES

58th MEETING

1st November, 1919.
(Saturday)

First Saddling Bell at 1.15 p.m. Sharp.

ATTENTION TO MEMBERS.

ENTRIES close on Friday, 24th October, 1919, at 7 p.m. at the Club House, 126 Bubbling Well Road.

ENTRY FORM may be obtained upon application to the undersigned.

By Order,
Y. S. DAY,
Secretary.

25956

MARRIAGE

RENDANO—BROWN-COOKE: At the Union Church, Shanghai, on Saturday afternoon, October 18th, 1919, Mr. August Rendano to Miss Thelma Iline Brown-Cooke.

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.

Agents.

Tel. C. 346 5 Peking Road.

ROYAL DANISH CONSULATE GENERAL

NOTICE is hereby given that a civil marriage will be contracted under the Act of February 19 1892 at this Consulate on the 4th November, 1919, at 3 o'clock p.m. by:

PETER WESTERBYE ULDALL bachelor, a sergeant in the Shanghai river police, son of Hans Michèl Uldall, Esq., deceased, and wife Marie Kristine and

FUSAKO TAKEDA, spinster, daughter of Isaka Fukomatsu, Esq., deceased, and wife Chiyo.

T. RAASCHOU,
Consul General.
Shanghai, October 17, 1919.

25951

BARBOUR'S
LINEN THREADS
TWINES AND NETS

For Prices
Apply to your Import Merchant

BLANKETS

FOR SALE, a lot of American manufactured double grey woollen blankets. For particulars and prices, apply to Box 163, THE CHINA PRESS.

25912

Custom Notification
No. 929

Acting under instructions from the Inspector General of Customs, I have to notify the Public that the export duty on Chinese Tea of all vareties, shipped abroad, is remitted for a period of two years from the 10th October, 1919.

Merchants importing tea from Coast Ports which is intended for re-export abroad will have to deposit at the Custom House a bond for the full export and half coast trade duties payable. If the tea is not re-exported within one year from date of importation into Shanghai, the terms of the bond will be enforced.

L. A. LYALL.
Commissioner of Customs.
Custom House.
Shanghai, 17th October, 1919.

25940

Shanghai Rowing Club

AUTUMN REGATTA AT HENLI.

25th and 26th October, 1919.

PROGRAMME.

SATURDAY

2.30 p.m.		Griffin Tub Sculls
3.00	,,	S. V. C. Fours
4.00	,,	Invitation Fours
4.30	,,	Sampan Race
5.00	,,	Junior Fours
5.30	,,	Sculling Championship

SUNDAY

10.30 a.m.		Hong Fours
11.00	,,	Griffin Pairs
11.30	,,	Yaterans' Race
12.00 noon		Invitation Eights
1.30 p.m.		Sailing Race
2.30	,,	Griffin Fours
3.00	,,	Junior Pairs
3.30	,,	Mixed Fours
4.30	,,	International Trial Fours

Train Service.

SATURDAY

Special leaves Shanghai	12.20	p.m
Arrives Henli	1.29	,,
Special leaves Henli	7.13	,,
Arrives Shanghai	8.16	,,

SUNDAY

Special leaves Shanghai	9.15	a.m
Arrives Henli	9.18	,,
Special leaves Henli	6.16	p.m
Arrives Shanghai	7.18	,,

Fares.

Return Fares $3.00

Competitors may obtain their tickets (special fares) from the Club's shroff, who will be at the Shanghai Station half an hour before the departure of the trains.

General Arrangements

By the courtesy of the Railway Authorities arrangements have been made to have sleeping cars stationed at Henli during the Regatta.

SLEEPING BERTHS may be reserved on application to the undersigned.

MEALS will be served on dining coach on railway siding.

By order of the Committee,
T. R. MACDONALD,
Hon. Secretary.

25888

THE S.S. "TUNGUS"

Will leave Shanghai for

VLADIVOSTOCK

On the 29th October

For Freight (Godown accommodation at Vladivostock guaranteed) and Passage, apply to

S. HEIMANN & COMPANY,
19A Canton Road.
Telephone Central 1604.

25955

In the United States Court for China

In re Estate of CHRISTINE PAULINE R. POMEROY, *Deceased*	*Cause No. 835* *Estate No. 304* NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before April 4, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

P. FRANK POMEROY,
Administrator,
73 Szechuen Road,
Shanghai, China.

October 5, 1919.

25713

FOR BRITISH AND AMERICAN

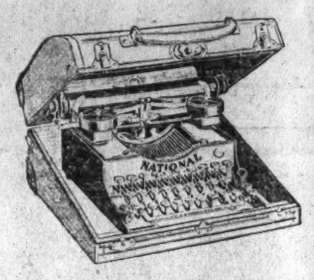
METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1468

WHAT MORE CAN YOU ASK?



Here is a portable typewriter of standard typebar construction with rigid, durable frame of cold rolled steel—built to stand rough usage—full size universal keyboard, full width carriage; yet stands only 6¾-in. high and weighs a little over 9 pounds complete. The New Model No. 3 is a material improvement over all previous models, in fact, a great little machine. Two colour ribbon, back-spacer, easy removal of type-bars, etc.

FOR

Mex. $75.00

Complete with Carrying Case and

A ONE-YEAR GUARANTEE

THE OFFICE APPLIANCE CO.

Phone: Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — 22 Nanking Road, Shanghai — Cable Add.: Mackbauck

The *Stewart* AUTOGUARD

Guards you and your car against the annoying, troublesome and, sometimes, expensive accidents, which you are sure to meet with sooner or later.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

Dr. William E. O'Hara
F. R. C. S., Ed.

has commenced practice at 491 Avenue Joffre. Hours 11 to 1 and 4 to 6, or by appointment. Telephone No. West 1725. 25880

THE
HENIUS COMPANY

International Merchants,
Indentors and Distributors

8 NANKING ROAD, SHANGHAI

Representing:

THE CENTRAL DOOR & LUMBER CO.
THE MULTNOMAH BOX & LUMBER CO.

25896

Amusement Advertising will be found on Page 21

Business and Official Notices are Continued on Page 19

DANCING LESSONS

GIVEN BY PAUL NIJINSKY.

CLASSIC and MODERN
Individual Instruction.
Pupils prepared for the Stage.

18 Range Road.

25699

NOTICE

We beg to notify the public that L. S. Chan 陳諒生 formerly in our employ as a Shroff, was not a partner of our house and had no financial investment in our business whatsoever. And further, the two Preference Share Certificates awarded him are hereby declared null and void. Any sums or debts contracted for by him after this day will not be recognised by the undersigned.

S. T. K. TAI SHING & CO., LTD.
S. T. K. TAI SHING,
General Manager.

Shanghai, 16th October, 1919.

25922

NOTICE

We will remove about the 1st of November to our new quarters, corner of Nanking Road and Szechuen Road, above the Raven Trust Co.

PROF. J. K. SETO
TURKISH BATH
and Massage Establishment
25 N. Szechuen Road.

25800

HOUSES TO LET

TO LET, from January, 1920, No. 5 Singapore Road, six-roomed residence (furnished), garage and tennis (area of garden four mow). Apply to H. Macphail, c/o Messrs. Jardine, Matheson and Co., Ltd.

25948 O. 25

TO LET, No. 11 Tifeng Road, at Jessfield Road, Seven-roomed Residence, garage, stabling and tennis. Apply J. T. Hammond No. 51 Szechuen Road.

25624

OFFICES, ETC., TO LET

OFFICES to let, 6 Foochow Road, ground floor, four very large rooms (now occupied by L'epargne Franco-Chinoise) with godowns: also have to let several suites of offices, from one to four rooms, in other buildings Central district, near this office. Apply J. T. Hammond, 51 Szechuen Road.

25792

SITUATIONS VACANT

MEN WANTED who desire to learn Architecture, Mining, Civil, Mechanical, Electrical, Steam Engineering, etc. To begin studying, only necessary to read simple English. We teach you entire profession from first lesson in Arithmetic. Request explanation of our method. Office 15a, International Correspondence Schools, Nanking Road.

LADY'S maid wanted, foreign or Eurasian; good salary to capable, experienced person. Apply to Box 176, THE CHINA PRESS.

25943 O. 22

WANTED young Eurasian girl, as assistant in doctor's office. Apply in person to Dr. F. M. Gensburger, 38 Nanking Road.

25941 O 19

WANTED, a high school teacher, qualified for Latin and history. The Kuling School, Kuling, China.

25874 O.19

EMPLOYMENT Bureau for Stenographers, Typists, and Bookkeepers (foreigners only). If you are looking for a position, or a better position, send us your name and address. No charges in connection. The Office Appliance Co., 22 Nanking Road.

25625

APARTMENTS

Connaught House
8 Quinsan Gardens
Vacant: One large room with bath room attached. Suitable for couple. Apply Mrs. G. Pollock.

TO LET

From October 18th, one small room. Apply to Mrs. Weinstock, 15 Quinsan Gardens. Tel. North 482.

TO LET with board, large comfortable newly furnished flat. All modern comforts, telephone and garage. Excellent cuisine. Apply to Box 22, THE CHINA PRESS.

ONE small furnished room to let, with board. Mrs. Lacher, 34 Markham Road.

25946

TO LET, nicely furnished front room, with bathroom and verandah attached, without board, in private family. Apply 36 Quinsan Road.

25942 O. 19

Attractive room, with bath, good board, suitable for married couple or two bachelors, with private family, northern district. Apply to Box 179, THE CHINA PRESS.

25949 O. 22

TO LET, in Hongkew district, airy and sunny rooms. Can be arranged for light housekeeping. Apply to Box 169, THE CHINA PRESS.

25928 O. 22.

TWO paying guests (preferably married couple) would be taken by a missionary couple living near the French tram line. Apply to Box 167, THE CHINA PRESS.

25920 O.21

MISCELLANEOUS

Will rent or sell furniture and fittings complete, and turn over lease of a very comfortable small house, located within two minutes of French Park. Apply to Box 168, THE CHINA PRESS.

25923 O. 19.

DANCING

DANCING: B. Richard, professional teacher, will give private dancing lessons. For particulars apply No. 5 Carter Road.

25809

DANCING LESSONS given by an experienced teacher. Terms moderate. Apply to Box 128, THE CHINA PRESS.

25831

OFFICE TO RENT

DESK ROOM to let in office, centrally located. Modern building. Use of telephone. Apply to Box 157, THE CHINA PRESS.

25900-O-21

SITUATIONS WANTED

EMPLOYERS: Simplify the "Man Wanted" problem by training your own employees for more responsible positions. We have 287 complete courses of practical training. Encourage employees to study in spare time. Ask us to tell you about our "Employers' Co-operative Plan." Office 15A, International Correspondence Schools, 11c Nanking Road.

WANTED: An American lady just arrived in Shanghai seeks a position as stenographer and typist. She has had the best experience and is able to tackle all the work needed in a progressive firm. Apply to Box 182, THE CHINA PRESS.

BY American woman, preferably with American firm as general office assistant, or in secretarial capacity if desired. Capable steno-typist and can assist in bookkeeping. Several years experience both here and in the United States. Apply to Box 172, THE CHINA PRESS.

25934 O. 1

YOUNG CHEMIST seeks position as assistant in chemical works, had three years training from American professor; familiar with chemical analysis and organic chemistry. Apply to Box 174, THE CHINA PRESS.

25937 O. 2

EMPLOYMENT Bureau for Stenographers, Typists, and Bookkeepers. If you have a vacancy in your office let us know. No charges in connection. The Office Appliance Co., 22 Nanking Road.

25625

HOUSES WANTED

WANTED to rent from December 1st or thereabouts five, six, or seven-roomed house, furnished, preferably with garden and garage, in French town or Western District. Apply to Box 181, THE CHINA PRESS.

25953 O.21

WANTED, small unfurnished house, Western district, not later than January 1st. Apply to Box 171, THE CHINA PRESS.

25933 O. 19

HOUSE, part of house, or apartment, furnished, desired for occupancy about November 1st, by small family. Rental moderate. Address L. W. Meekins, San Kwan Maio, Peking.

25895 O.22

WANTED, furnished house. Give all particulars. Apply to Box 146, THE CHINA PRESS.

25860 O.26

WANTED to rent, from about 1st January, 1920, a six or seven-roomed house, furnished or unfurnished, with garden and garage, in Western District. Apply to Box 149, THE CHINA PRESS.

25878 O.19

APARTMENTS WANTED

WANTED: Furnished flat of two rooms and bath or small furnished house. Advertiser married, quiet and no children. If suitable will take long lease. Apply to Box 53, Chinese Post Office.

25954 O.22

WANTED: Bachelor wants comfortably furnished room without board not too far from business district. Please state terms and address to Box 143, THE CHINA PRESS.

EDUCATIONAL

FRENCH taught in three months by educated young French lady. Best references. Apply to Box 178, THE CHINA PRESS.

25945 O. 21

FOREIGNER, experienced in teaching young Chinese gentlemen, is prepared to give private lessons in English and German. Apply to Box 173, THE CHINA PRESS.

25935 O.21

A PEKINGESE gentleman, familiar with the Chinese classics, and an experienced teacher of the Mandarin dialect, is prepared to receive a few pupils. Terms moderate. Apply to Box 177, THE CHINA PRESS.

25944 O. 22

Exchange and Mart

FOR SALE, a gent's free-wheel bicycle, "Dover," in good condition: Tls. 25 or nearest offer. Apply to Box 175, THE CHINA PRESS.

25947 O. 19

WANTED, second-hand band instruments, baritone, trombone, two altos, two tenors. Reply, stating price and full particulars to Box 180, THE CHINA PRESS.

25952 O. 21

FOR SALE, five-passenger Dodge touring car, 1918 model, recently painted, in excellent condition. Three spare tires. Owner leaving for home. Will accept any reasonable offer. Address American Post Office Box 753.

25950 O. 2

SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 120 Szechuen Road.

25721

FOR SALE, two hunting dogs, male and female. Spaniel-pointers. Just ready for training, eight months old. Good breed. Please apply to 9 Albury Lane.

25859

WANTED, first-class motor-cycle and side-car, or two-seater light car. Reply, giving full particulars and price required, to Box 170, THE CHINA PRESS.

25929 O. 19

FOR SALE, one pneumatic-tyred rickshaw; paid Tls. 135 used only eight months, owner bought motor car. Will accept Tls. 100. Apply to Box 147, THE CHINA PRESS.

25871 O.1

Kapurthala's Gorgeous Princess vs. the Winans American Millions

"No one who saw the two Spanish girls dancing in front of the humble inn dreamed that one would become the proud princess of an Oriental potentate and the other the wife of one of America's wealthiest men."

The Sister's Vow Behind the Latest Chapter in the Amazing Romance of the Poor Spanish Innkeeper's Dancing Daughters, One of Whom Became a Rajah's Queen and the Other the Daughter-in-Law of One of America's Most Eccentric Millionaires

The Beautiful Mrs. Tom Winans, Sister of the Ranee of Kapurthala, Who Died Broken Hearted by the Sorrows of Her Marriage to a Noted American Millionaire's Son.

HER HIGHNESS the Ranee of Kapurthala is fighting to win the Winans millions of America for her little nephew and niece.

Behind this simple announcement lies one of the most amazing romances of modern social life and of sisterly devotion.

There were once two surpassingly lovely sisters in old Malaga, Spain—Victoria and Maria Delgado. The daughers of an innkeeper of the poorest class, they sold chestnuts in the streets for a time and then they danced in popular places of amusement.

By a strange chance one sister, Victoria, married young Thomas Ross Winans, son of one of the richest and proudest families of America, related to many European princely and titled families. But by a much stranger chance the other sister, Maria, married His Highness the Maharajah of Kapurthala, a reigning prince of India, recognized as sovereign within his own wide territories by the British Government of India.

Victoria's marriage turned out very unhappily. Her husband proved one of the great spendthrifts of international society. She pawned her own jewels to save her children from want and suffered greatly herself unknown to her sister, the Princess, who was at the time away in India. Finally Tom ran away with a beautiful cousin of hers, Carmen Garcia, and then his irascible father died, leaving little to him and nothing to his wife and two children out of a vast fortune estimated at more than $15,000,000. Poor Victoria Delgado, the once-adored Spanish beauty, died of a broken heart.

Maria Delgado, the Ranee of Kapurthala, knew nothing but happiness and luxury from the time of her marriage. She was adored by her dusky husband, who placed all his vast wealth, all his immeasurable store of jewels at her command, and made her an object of envy and admiration throughout the civilized world.

Before she went away to India she made a vow that if ever her sister needed her she would go to her at once.

When the feted and fortunate Princess heard that her beloved sister, whom she loved better than life itself, had died in want and misery of a broken heart, she became wild with grief and indignation.

She determined that she would do every thing in her power to right the memory of her sister and to obtain justice for Victoria's little children. Her husband, the Maharajah, placed all his wealth and influence at her disposal, for not only did her wish to please his beloved wife, but he had a strong personal regard for his lovely, unhappy sister-in-law, Victoria Delgado.

Thus it happens that a great contest has begun between the Ranee of Kapurthala, as guardian of her dead sister's children, and the representatives of the Winans family.

The two children of Victoria Delgado are now in Paris, under the care of the Maharajah of Kapurthala and his wife. The Winans and Whistler families, who are equally concerned in the contest, are endeavoring to have them transferred to the care of their father, who is now in Switzerland and acting in harmony with his wealthy relations.

The Ranee, it is believed, seeks to prove that the late Mr. Winans was incompetent mentally, and that the will under which he disinherited his grandchildren was invalid. Considerable reserve is still maintained concerning the legal action to be taken, as several courses are possible. If the will can be interpreted according to French law it may be set aside simply because it disinherits the nearest heirs.

The will has been in dispute several years from various standpoints. Old Mr. Winans, who was rather eccentric, died in 1912. He left only the income from $200,000 to his son Thomas. To his daughter Beatrice, Princess de Bearn-Chalais, he left a trust fund of $284,000, but she died before her father and he took back the money. The Prince brought suit to obtain control of it and won.

Mr. Winans also bequeathed $500,000 to Miss Dorothy Bateman, an innkeeper's attractive daughter, of Newport, R. I. The bulk of the estate he left to a nephew, Ross W. Whistler.

Young Tom Winans also began a suit to break his father's will on the ground that he was not of sound mind. He cited various facts that were supposed to bear out his contention. The son said that when he ordered newspapers at a Paris hotel his father knocked the charge of "six cents for newspapers" out of the bill as "extravagance." On the other hand, when the old gentleman was disturbed by workmen repairing some rooms in the hotel he ordered all the rooms closed and the rent charged to him.

Many of the allegations, however, seemed to indicate eccentricities such as might be expected in an elderly man of great wealth, rather than insanity. The suit appears to have been settled amicably among the family, as Tom Winans is now acting amicably with them.

The Winans fortune was made by the father of the late Ross Winans, a Baltimore Scotchman, who went to Russia and built the first railroads there. The Czar Nicholas I. drew some lines with a ruler across the map of his empire, showing where he wanted railroads, and Mr. Winans put them there. The elder Winans married a sister of Whistler, the great artist. One of Ross Winans's brothers is Walter Winans, who has lived all his life abroad, is the champion revolver shot of Europe, and a man of varied talents.

Of all the interesting experiences of this remarkable family the most romantic was certainly that of young Thomas Winans, already referred to, but of which some details remain to be told. He had been educated at Cambridge University, in England, and started out to see Europe, feeling that he had an inexhaustible fortune at his command. The course of his wanderings took him to the picturesque and romantic land of Spain. One day he strolled into a modest little inn or cafe in the city of Malaga.

He sat down to order a glass of the wine of the country. The most amazing vision of loveliness he had ever seen came to take his order. She was an absolutely perfect type of Spanish beauty—black haired, with eyes of fire and a figure of wonderful sinuous grace.

Tom Winans became a regular customer—a worshipper, rather—at that inn. To his further amazement he found that a great Hindu potentate was frequenting the inn at the same time as himself. This potentate was the Maharajah of Kapurthala.

When the Maharajah saw Mr. Winans, doubtless thinking that the American's object was the same as his own, he looked at him as if he would bow-string him or inflict some cruel Oriental torture upon him. Mr. Winans, on his side, naturally concluding that the Maharajah's object was the same as his own, looked ready to punch him.

At this instant a happy accident revealed the fact that the Maharajah was interested in another sister, Maria Delgado, just as handsome as the other—almost a duplicate, in fact—but not, in Mr. Winans's opinion, quite the same winning type of loveliness. Thenceforth the Hindu Prince and the American millionaire's son were the best of friends.

The history of the Delgado sisters was a fairy tale. They came from the poorest of the poor and suffered untold hardships. At one time the sister, Maria, was selling hot chestnuts at five for a cent. Then she found an additional way of earning pennies by dancing to the music of a barrel organ in the street. She was usually accompanied by her sister Victoria.

The family moved to Madrid, hoping to make more money from Maria's beauty and talents. Soon after going there Maria danced on the top of a table in an obscure restaurant with such exquisite grace and abandon that she created a sensation. The proprietor engaged her to dance and the place became celebrated. Then the Maharajah, who had come to Madrid to visit King Alfonso, and who always sees the interesting and curious sights wherever he goes, went to the little restaurant.

The moment he saw Maria he was smitten with her wonderful beauty and fell passionately in love with her. Papa Delgado, enraged at the prospect of having his breadwinner taken away from him, threatened to kill the Maharajah, but was calmed with a present of $30,000.

With this money the thrifty father moved on to Malaga, where he was born, and there established a nice little inn, where his two beautiful daughters waited on the superior customers.

The Maharajah followed after them. He could not live without Maria, and in a few weeks married her and carried her away and made her a reigning princess of India.

The fame of the beauty of the two sisters led to an offer of a stage engagement to Victoria, which she accepted. Tom Winans remained constant in his devotion to her and, following the Hindu Prince's example, soon induced her to marry him.

Then came the difficulty of breaking the news to father Winans and the subsequent cutting off of supplies. The young couple, who were living in Paris, were reduced to great distress. At first Walter Winans, the young man's uncle, helped him with money, but his father, hearing of this, requested the uncle to stop helping him under penalty of a serious disagreement. A similar request to stop helping the nephew was made to another uncle, Thomas Whistler, brother of the famous artist, Whistler. Other friends helped occasionally, but the young man was wonderfully extravagant and gradually fell into such distress that, it is said, they actually lacked food.

At one time old Mr. Winans relented and agreed to take care of his son and daughter-in-law. He was charmed by her beauty and won by her two little children. Then the incorrigible Tom eloped with her cousin, another Spanish beauty, his wife died of a broken heart, and his eccentric father changed his will.

Tom is perhaps as well off with the fortune in the hands of his relations, as legal proceedings in 1912 showed that he had spent $400,000 in a year and received very little for it. But the trouble lies in the grievances of poor Victoria Delgado's children.

The Maharajah of Kapurthala thought much of his beautiful sister-in-law, and at one time was well disposed toward her husband, Tom Winans. At a sumptuous banquet in Paris he once said:

"Our wives are twin pearls of women."

Kapurthala, the Maharajah's country, is a large and populous native State in India, adjoining the British province of the Punjaub. His title, Maharajah, means "Supreme Prince." Within the borders of his State the Maharajah is absolute, but the British Government of India takes charge of his foreign relations. He is highly regarded by the British, because his father aided them during the Indian mutiny, and he received a high decoration from Queen Victoria.

He possesses several hundred thousand dollars' worth of the finest jewels in the world. He wears a turban that is encrusted with rubies and diamonds. His state robes are of exquisite colored silk, sewn with pearls and diamonds.

His capital, also called Kapurthala, is a handsome city, and there he possesses a gorgeous palace recently rebuilt in the Louis XIV. style.

Of the Prince's realm 800 square miles are his personal property and pay rent to him, as well as the liberal taxes, which they pay in common with the rest of the inhabitants of the country.

In this private domain the Maharajah has a great tiger preserve, a mountain palace, a lake with luxurious houseboats and other wonders which are only known by report to the outside world.

During the late war the Maharajah visited America. While he was returning to India a German submarine sunk the steamship Persia, which was carrying $400,000 of the Maharajah's wonderful jewels. His Highness escaped because he was making the short route to Port Said.

His Highness the Maharajah of Kapurthala on His Elephant of State.

Her Highness the Ranee of Kapurthala, Once a Spanish Dancer and Daughter of an Humble Innkeeper, Whose Vow to Her Sister to Care for and Protect Her Two Half-American Children, Is Now Having Some Surprising and Dramatic Results.

Morning and Motor Dresses by Lady Duff Gordon

A Smart and Serviceable Mid-summer One-Piece Gown.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at 37 and 39 West Fifty-seventh street, New York, and 1400 Lake Shore Drive, Chicago.

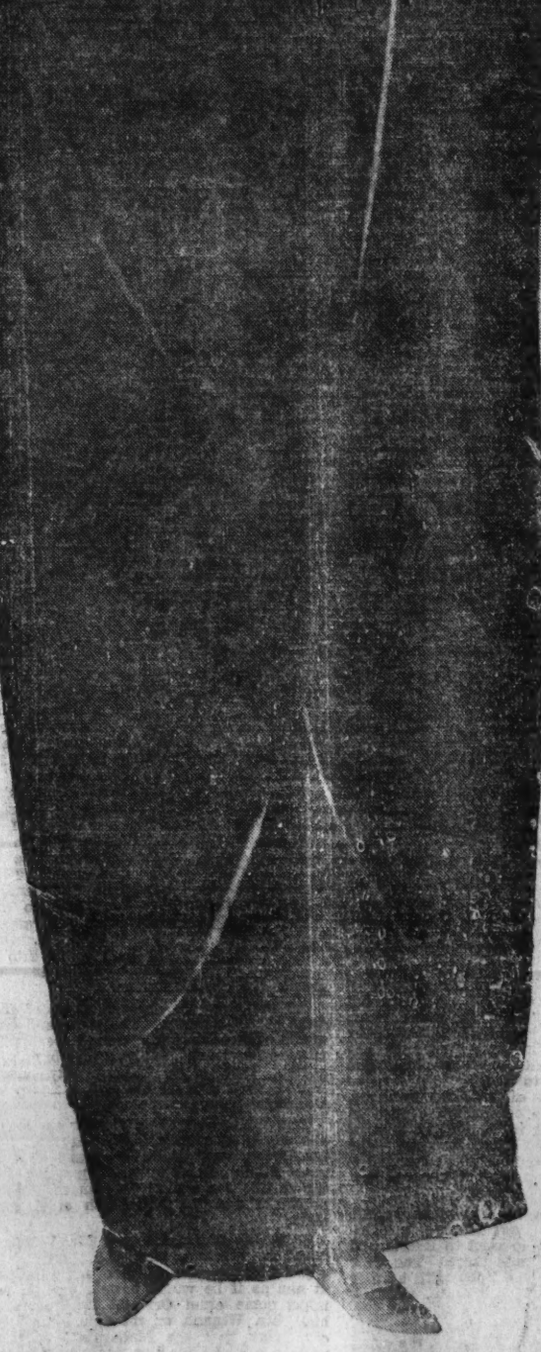
By Lady Duff-Gordon

TO-DAY I show you a group of utility garments. Light, tenuous, butterfly robes and wraps we may have but utility apparel we must have.

The motor and utility coat commends itself as something of general use. Of light-weight duvetyn it is permissible for any occasion save formal evening attire. It presents novelties in line and length and trimming touches. The skirt of the coat is slightly bouffant. Yet it is long, and near the ankles is slightly cutaway. The extremely wide shawl collar is draped from the waist line in front. It falls far from the neck. Made of the same material as the coat, the shawl collar has a border and extra collar of the silk. The long bell sleeves are bordered by a band of the silk about the wide cuff. A curious touch is the band of the light silk that defines the seam. The coat is faced with the silk. The facing is turned back in a narrow fold about the front and hem of the coat skirt. Large buttons are covered with the silk.

A Summer gown more useful than many of the creations for Summer wear is made of dark and light polka dotted voile. The skirt is of straight front and side and back pieces of a dark voile background with large, light polka dots. Along the seams are Valenciennes insets. A long modified Summer blouse is made of light voile with dark polka dots, the color scheme of the skirt being revered. The outstanding panniers have a border of the white Valenciennes edge. The seams have Valenciennes insets in long lines corresponding to those of the skirt. Valenciennes insertion is also set into the sleeves in a horizontal line at the elbows. A row of the insertion joins the skirt with the blouse. The half belt at the sides is of embroidered nainsook. The material of the skirt is utilized for cuffs. The seam by which the sides of the blouse are attached to the wide sleeves is marked by an inset of Valenciennes. The skirt and cuffs have a border of the Valenciennes. The lace skirt is a little shorter in front to permit the coquetry of a display of the lace flounce upon the white underslip. The utility of the gown consists in its prevailing dark colors.

The third figure is a one-piece, many-tucked gown of light silk duvetyn. The fullness is drawn in a trifle at the waist by a double belt, crossed at the back and fastened by a large buckle covered with the cloth. The seams are defined by double stitching. At the ends of the tucks are large cloth buttons. The skirt is slashed at the hem and finished with slightly turned scallops.



A General Utility Coat of New Lines and Combinations.

A Durable One-Piece Frock for Walking and Morning Wear.

Soft Duvetyns Predominate In Entrancing Fall Styles

High Cost Justifed As Tailored Dress Forms Foundation Of Year's Wardrobe And Gives Smartness

By Marth Goode Anderson

New York, September 7.—Expensive and lovely are the work that describe the new fall styles. The materials predominating are soft duvetyns, silver tones and wool velours as soft as velvet and falling in as graceful lines as chiffon. The great cost of one of these handsome suits is justified when one takes into consideration the fact that the silk and wool duvetyn is priced at $18 and $20 the yard. The work on many of these lovely suits is as perfect as can be turned out from any tailor shop and the general "air" is as smart and well set up as any one can desire.

No one can deny the supremacy of the American woman's tailored suits. While the charge has been laid at our doors that we are monotonously garbed in our street apparel because the dark blue suit has come to be the accepted street garment, at the same time every one concedes that no other women have so smart and well groomed an appearance as have ours.

Selecting One's Suit

Selecting one's suit for the season is like building the foundation for a house, for after that is accomplished every thing else may be added. This year the brown and wood tones are predominating at least in the first showings. Nothing could be more beautiful than a certain rich brown suit of wool and silk duvetyn seen in one of the smart shops. The skirit is severely plain.

The advantage of this material, apart from its beauty, lies in the fact that it will not crush no matter how hard the wear. The skirt, as I said, is perfectly plain of the two piece type so long in vogue and which will not be changed at least until much later in the season. What fulness there is is placed at the back in fine gathers. Over this there is a narrow belt. Skirts may be worn short or long as one prefers, and as most women prefer the short ones doubtless the six to eight inch length from the floor will prevail.

The coat of this suit has a wide straight round collar of fur and fits high and close around the throat choker fashion. The coat skirt reaches well below the hips, having a straight panel back formed by the narrowest stitching. In front the coat fastens right up to the chin like a military coat, and what fulness there is is held in by an inch wide belt of the duvetyn. The sleeves are tight and long finished with the kolinsky which forms the collar.

Another suit much admired is of blue silvertone showing a pebbled effect through the surface of the blue. It has the same straight tight skirt, but it must be remembered that none of the really smart suits has the tight and pulled back effect which characterised the spring models. They are wide enough for a comfortable step though narrower at the hem in the slightly peg top effect, in abeyance for some months but now returning. This coat is trimmed with gray squirrel and as we are doubtless to see this combination very often it as well to recognise the fact that it is a very good one indeed.

There is a marked difference in the quality of the squirrel which one can buy. That embelishing this suit of which I am speaking is as soft and fine as ermine or chinchilla. It is placed in a heavy deep band along the bottom of the straight coat which hangs from the shoulders in the same box fashion of the spring suits except that the long line is broken by the little string belt seen on all of the new fall models. There is no vest on this suit though it has so many of the characteristics of those box models with which the vest first appeared, but the front fastens well up to the chin under the deep gray fur collar.

Fur Plays Important Part

Of course, it is apparent that fur is to play a most important part in the trimmings of all suits this year, adding to price and beauty as we said in the beginning. For the most part the natural skins are used and theless expensive animals such as squirrel, beaver, nutria and raccoon. So many women prefer the untrimmed suit with which their own furs may be worn that this need can be filled in great choice. As to the length of the coat, that is determined in many instances by the wearers' height and the length of the skirt, for one sees three quarter lengths, hip lengths and some with an extended panel in the back reaching some inches below the rest of the coat. While I would say that there is no radical or pronounced change in the general style of the new suits, at the same time one must recognise that this year's models have certain distinguishing features which stamp the garment at once as being of the most up-to-date. We find the same pinched shoulders of last year, introduced we are informed to give the effect of slenderness.

We hear a great deal of talk about the flaring hips reflecting the Louis XV. period in the pinched in waist, the deep rolling and pointed revers which form the collar and the long tight sleeve with its flaring cuffs, suggesting the ruffles and frills of a bygone day. As yet these models are not being shown in the smartest shops though they are mentioned repeatedly in the foreign fashion notes and doubtless, as the fall showings develop, will appear here.

It is somewhat early to make a decision in so important a matter as one's fall suit, as many of us have doubtless learned to our cost, but if such a decision must be made it is wise to remember a cardinal rule of the well dressed woman that the conservative design is always the best and freak, unusual and different fashions mark one apart from the rest when the conventional and conservative pass unnoticed. I am, of course, speaking for the average woman to whom the matter of one coat suit is quite as important as it is a triviality to her richer sisters who wear their clothes for the matter of a moment and pass on to next development.

Again, as to fur, because it adds excessively to the cost of the suit, the manufacturers and designers are using a great deal of embroidery cleverely placed. Of course, one finds embroidery and fur lavishly used on the same garment, as for example on a black duvetyn which is trimmed with Hudson seal the bands of the fur have been placed between rows of the embroidery done in black silk floss. This suit has the cutaway front, which is also a new feature this year and very smart.

However, so much beauty has pushed the price of this handsome suit up to and exceeding $300. One need not despair for there are many to be found both with fur and embroidery for much, much less. As a rule when the embroidered motifs are used on a suit they are done in a heavy silk floss of the same color as the material of which the suit is made.

Reminiscent of our period of war service, when we all delighted to dress ourselves in uniforms, are the smart severely tailored suits of heather mixtures and rough clothes such as tweed and serge which have been designed for sport and general utility wear. These have the straight Norfolk coats with inverted pleats in the back and the front cut exactly, pockets and all, like a man's business coat.

Worn with the coat is a narrow leather belt of the same shade, and of course the accompanying blouse has a high collar and one does not see the low and opened throat shirtwaist with this type of suit. It has been adopted far and wide by all well dressed business women as well as the smartly apparelled for sports and country wear and looks the part in its trim severity.

The skirt is, of course, without trimming, perfectly tailored, well fitting and of just the right length to be becoming and comfortable. Women who are onwadays engaged in everything under the sun provide themselves with enough of these suits to keep them well pressed and in good condition, exactly as men do with their business clothes. Indeed, we must reckon with the up and doing woman of today, for as Barrie has told us so many of us have had the "Twelve Pound Look" and we have indeed found it good and we will not soon return to the more humdrum domestic vision.

More Elaborate Designs

In contrast to this severe and useful sort of thing is the suit of the most elaborate and elegant design suggesting more wrap than suit and made with the greatest care as to its grace. These suits, developed obviously in the most supple and beautiful of fabrics, have the overhanging blouse of the French design and often reproduce a vest of handsome brocade or velvet.

It is possible to reproduce in this bloused sort of coat the long slim lines so much desired by adding the coat skirt panelled to a great depth in the back than the rest of the skirt presents. This is well illustrated in a handsome suit of beige duvetyn which not only has the drooping blouse but shows a long straight panel in the back. The shorter sides of the coat skirt are outlined with a great deal of embroidery. Over the panel there is also a short sash effect of the material, held in place at the top by a bit of the same good embroidery.

The collar is of the shawl type though much shorter than one usually sees in this sort of collar, and it is made of skunk. The emfront of the blouse nor on the front of the blouse now on the sleeves, which are long, very tight and finished with buttons at the wrist; buttons, too, being much used on many of the fall models. On the skirt of this suit there are three cloth buttons placed at the side seams near the edge of the hem.

TODAY'S TOILET HINTS.

A RARE COLLECTION ON BEAUTY HINTS FROM NEAR AND FAR. HOME RECIPES.

Getting Rid of Feminine Moustaches.

"Practical Suggestions."

To women who are annoyed by disfiguring downy hair growths a method of permanently eradicating the same will come as a piece of good news. For this purpose pure powdered pheminol may be used. Almost any chemist should be able to supply an ounce of this drug. The recommended treatment is designed not only to remove the disfiguring growth instantly, leaving no trace, but also to actually kill the hair roots without irritating the skin.

How to have Thick and Pretty Hair.

"Home Talents."

Soaps and artificial shampoos ruin many beautiful heads of hair. Few people know that a teaspoonful of good stallax dissolved in a cup of hot water has a natural affinity for the hair and makes the most delightful shampoo imaginable. It leaves the hair brilliant, soft and wavy, cleanses the scalp completely and greatly stimulates the hair growth. The only draw-back is that stallax seems rather expensive. It comes to the chemist only in sealed ½ lb. packages, which retail at half-a-crown. However, as this is sufficient for twenty-five or thirty shampoos, it really works out very cheaply in the end.

Blackheads, Oily Pores, etc.

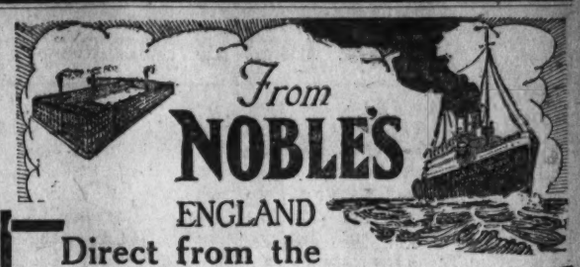
A unique new method instantly removes and corrects them.

The new sparkling face-bath treatment rids the skin of blackheads, oiliness and enlarged pores almost instantly. It is perfectly harmless, pleasant and immediately effective. All you have to do is to drop a stymol tablet, obtained from the chemists, in a glass of hot water, and after the resulting effervescence has subsided dab the affected portions of the face freely with the liquid. When you dry the face you will find that the blackheads come right off on the towel, the large pores contract and efface themselves and the greasiness is all gone, leaving the skin smooth, soft, and cool. This treatment should be repeated a few times at intervals of several days in order to make sure that the result shall be permanent.

Grey Hair Unnecessary.

A simple, old-fashioned home-made lotion that will restore the colour of youth.

One need not resort to the very questionable expedient of hair dye in order not to have grey hair. The grey hair can easily be changed back to a natural colour in a few days time merely by the application of a simple, old-fashioned and perfectly harmless home-made lotion. Procure from your chemist two ounces of tamalite concentrate and mix it with three ounces of bay rum. Apply this to the hair a few times with a small sponge and you will soon have the pleasure of seeing your grey hair gradually darkening to the desired shade. The lotion is pleasant, not sticky or greasy, and does not injure the hair in any way.



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READY-MADE GOODS and MATERIALS by the yard, CLOTHS, SILKS, LACES, RIBBONS, NET, Etc. - - - Also FEATHERS, TASSELS, Etc., Etc.

NOTE: No auction will be held to clear away remnants after the Sale—quite the reverse. All goods will revert to normal trade prices at the conclusion of the Sale, when the store will come under new management. Hence the

UNIQUE OPPORTUNITY THESE LAST FEW DAYS

46 Nanking Road *La Vogue* 46 Nanking Road

Skirts That Go With Sweaters

(*New York Sun*)

What did we do before the sweater and separate skirt became so much a part of our wardrobes? So important is the part these two things play that it is possible to build up a whole outfit with them if one has ingenuity and skill enough to make one's own sweaters at least. For country wear the sweater and plaid skirt are preferred for general wear to all else. This great demand for woollen skirts with which one can wear the lovely new sweaters has brought out the greatest variety we have ever had. First it is noted that all of the late models are pleated—accordion, sun or box or knife pleated. I am sure I did not know there were so many kinds of pleating in the world until I began to look at these lovely new skirts.

The same vogue for plaids we noted for young girls is also observed in these sport skirts for all women. There is little to say about them except that they are of the gayest and brightest hues intermingled and intermixed in delightful fashion, so that the plaids and stripes and checks are subdued and mingle agreeably.

White In the Lead

The smartest of the new pleated skirts for this between season are of white. Serge, net, satin and crepe de chine are seen, but the matelasse materials and the kindred so-called sport satins have had their lovely day and now are put away to make place for these newer effects. The sport satins, so often embellished with figured and embossed designs, which were used so much during the summer, do not lend themselves quite so well to these pleated effects as do the plain surfaces, therefore one does not see them so much used in this later development. Worn with the white skirts in these thin materials are stunning coats of black velvet or scarlet velvet. The scarlet velvet coats are as picturesque and vivid as anything we have seen of recent months and have made golf links and country clubs gay and bright in their brilliancy. Jackets of the same scarlet cloth which are associated with the English hunting coat are also new and very smart, especially when set off with collars of hunter's green and bright brass buttons. We do not spare our colors this year in the matter of sport apparel, anyway—the cry seems to be the brighter the hue the smarter the result.

The fashion of wearing colored stockings to match the sweater further accentuates this vivid hued effect. It is impossible not to notice feet these days—shades of our grandmothers! when "little feet, like little mice, stole in and out" under their voluminous skirts.

At a Long Island fashionable gathering the slippers and stockings provoke more interest than any other part of the apparel. We have accepted the appearance of bright blue satin slippers and stockings of the same hue with a lace gown repeating the color of the hosiery only in a wide belt and bow of the same satin.

Now it is very smart to wear stockings of the same hue as the sweater, with black slippers. For example, one of Long Island's very smart women appeared at an informal gathering clad in a striped sport skirt of gray and black, topped with a soft gray wool sweater of the slip over type. The collar of the blouse, which showed at the neck of the sweater, was of the finest Valenciennes lace and antique embroidery. Black slippers were worn with gray stockings, and a cunning hat of gray duvetyn gayly stitched with wool threads crowned the whole. The brim was faced underneath with a becoming pink. In this sort of costume we have the best example of country clothes, distinctly different from those we needs must wear in cities.

More About Skirts

To return a moment to the pleated skirts, of which we spoke in the beginning. The Scotch plaids are so much in demand that it is almost impossible to meet it. In addition to the clan plaids American manufacturers have invented many new designs and many new effects in color mingling. One of these is in the accepted brown and tan shades so much used this year. The background of the skirt is a very soft tan. The brown stripes through this are woven in an irregular triangular figure. The pleating brings the points of these triangles together in a rather novel effect which makes for harmony.

The finely pleated net skirts have been one of the interesting novelties of the summer which extends into the early fall. With these are worn smocks of finest geogreitte or chiffon or Chantilly lace, and naturally this sort of sport apparel is worn when one is more spectator than participant in any activity.

The Chantilly smock is a lovely thing and the pleated net skirt sets it off perfectly. If a sash of colored satin appears, the hat and stockings repeat the same. It is possible to buy this pleating by the yard and fashion one's own skirt, for it comes in every material from the heaviest tweed and flannel to these fine crepes and nets, and little work is required to put the thing together.

Circular Skirts Not Popular

While the circular skirts have been launched, it is reported that they have not met with the enthusiasm it was hoped, and the fashion is still in favor of the two piece straight around affairs. Of course, this latter mode is difficult for some figures, and stouter women have welcomed the introduction of the circular designs. Some models are showing a return of a yoke effect from which the circular part of the skirt flares gracefully while the fulness is thus kept away from the waist and hips.

A favored model seems to be the skirt with the straight full back gathered into a belt and the front cut into a slightly circular effect. It is extremely difficult to make the circular skirt hang evenly and well. Perhaps this is one of the reasons why the makers have kept the straight up and down before us so long. While most of the new models are pleated, as we have observed, one finds the plain effects also with the cuff hems so much in evidence. No skirts are as narrow as earlier days showed—nearly all are only a little less than two yards at the hem. Silk poplin is a delightful material which is coming into its own in the accordion pleated models. In one instance it is laced at the sides in a latticed effect produced by criss-crossing shoestring width of dark blue velvet ribbon up and down the side seams of a blue poplin. This belongs, naturally, to the more elaborate models, and is the sort of thing which lands itself very well to the making of a whole costume when topped with an elaborate blouse.

Mr. Hilaire Belloc On History's Blind Spots

"It is five years since I last saw from my boat sailing in the days just before the war, the crowded stretch of water—crowded more with memories of the past even than with ships—which runs from Selsea Bill to St. Albans Head," says Mr. Hilaire Belloc, in Land and Water, "and running along it again today in that same boat, and asking myself what outward changes the war had made, I returned in my mind to that perpetual and vexing question which has never yet been solved:

"How do societies change? What is the rate of their decline? By what visible steps does it proceed? These are questions which have never been answered, for two reasons: First, because men never tell posterity the thing which posterity wants to know; and secondly, because in the more rapid phases of decline men lose the power of expression.

"Men never tell posterity what posterity wants to know. Men do not dilate upon what they take for granted. They tell posterity what they themselves find remarkable, and leave it at that.

What Changes Had Come?

"If anyone who had lived in some remote Pacific island and had not heard of the war had taken this cruise of mine the other day from beyond Selsea to near St. Albans Head, passing in review Spithead and Southampton Water, the Solent and the Hampshire and Dorsetshire coast, what would he have noted by way of outward effect? What changes would he have seen to tell him of what had happened in those five years?

"From the sea, hardly anything It is rather startling to see the great new hammer-headed crane towering over the peaceful little group of Cowes. On Calshot Point he would notice a very big new shed, and he might remark at the Mouth of the Hamble one large unfinished building, a product, I believe, of the war. But for the rest all is exactly the same. The same buoys, the same lights, the same aspect of the shore everywhere. Inside Poole Harbor a number of motor boats that were not there before, and up the Hamble River miles and miles of the swift motor launches moored head and stern; hundreds of them hidden in that creek. And that is all. Yet here was one of the vital centers of the war.

The Story Of Portsmouth

"In that stretch of water the reception of ships has oddly though slowly changed, but we hardly know how the change came nor exactly why. At the beginning of its recorded history less than 2,000 years ago, the wide inland sheet of water called Portsmouth Harbor was then, as it is now, the main part. The Romans called it 'The Great Port.' They had their station at its extreme northern end at Porchester; and there would have been, I suppose, some cluster of houses round the issue, guarding a signal station and tending boats for use at the mouth of the harbor: and I suppose that this hamlet took the name of the Port's Mouth.

"Then, slowly, you have the custom of shipping veering from the old maritime fortress of Porchester down to that cluster of houses at the mouth of the harbor and Portsmouth grew. By what stages? We do not know. Today you have the great town and its dockyards where fifty generations ago you had perhaps a few huts upon a beach, and the Roman town is a farm and ruined wall, a tower, a church, and a group of ancient trees. It was not wholly the increase in draught which made this change. There was little change in this between antiquity and quite modern times. It may have been some silting-up or a lifting of the land. At any rate the change came, and we have not the history of it. . . .

"I find on reading my history—my modern history—that it is full of phrases which take for granted modern conditions in old days. And such phrases do not satisfy me. They look as though the writers had not thought out their troubles.

Harold's Prodigious Speed

"I remember one phrase in an Oxford text-book which always seemed to me pretty comic. It relates to Harold and his march to disaster on the Plain of Hastings, and it goes like this:—

"'Harold then proceeded rapidly from London to Senlac.'

"Just think what that means! I give you a division of infantry with good modern roads, and any modern vehicles you like to carry their deadweight of provisions, arms, and the rest; and I ask you to cover sixty-six miles (or rather more) in forty-eight hours—and I would like to see you do it! Apparently, if we are to trust the dates set down, Harold did that—but how he did it God only knows! It is one of the most extraordinary things in history. He left London on Wednesday, October 11, 1066, and he marched all that day and the next, reaching the ridge where Battle Abbey now stands upon the evening of Thursday, the 12th, or at any rate not later than the morning of Friday, the 13th; and on the top of such an effort he fought his battle and lost it on Saturday, the 14th.

"Now, even if there were to our knowledge a good Roman road all the way from London Bridge to Hastings, passing along the ridge at the end of which lies Battle, the feat would be still almost inexplicable; but, though it is my own belief or conjecture that such a road existed, there is at any rate no trace of it left now. . . . I cannot for the life of me see how it was done. But it does not seem to trouble the people who write the text-books. They tell us genially that Harold 'proceeded rapidly.' And that most undoubtedly he did.

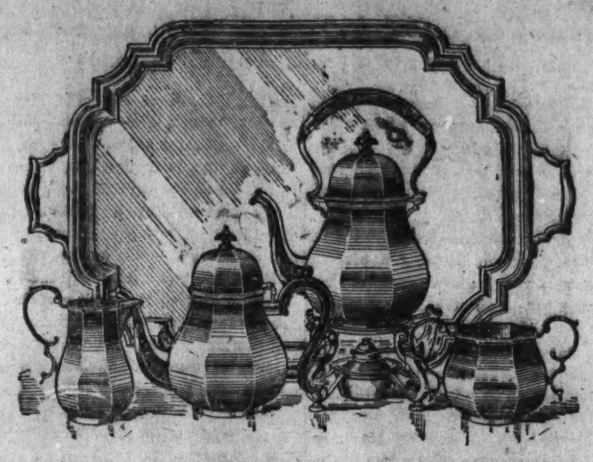
What Will Posterity Think Of Us?

"But such a digression sets me wondering also upon a further matter. I wonder what posterity, after our decline, will say of our own achievements? I fancy most of them will become legends, and legends which the wise will disbelieve. The very passage of the Atlantic may be lost and the Americas forgotten again. If it is retained, what will happen to the story of a man who flew across it in one day? It will be pretty matter for scepticism!

"And what about the size of our ships? What do you suppose a simple posterity with innocent eyes and its mouth open will make of some chance preserved statement that a channel had to be specially dredged between Calshot and the Brambles to allow the larger vessels to pass? Or that the principal ships had to dock down river because there was no room for them to swing in the pool of London? What will they make of ships with funnels as tall as the Eddystone lighthouse and with hulls that would more than cross Trafalgar Square? And what will happen to the story of that ugly scaffolding, the Eiffel Tower?

"When it comes to the transmission of a message in a moment across the world, and that without a messenger or even a material line, it will not perhaps be even treated as a legend; men will be ashamed to repeat such a lie, and it will be forgotten."

BY APPOINTMENT



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Won't they all be jealous about my
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FURS
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SILVER FOX — SABLE — SEAL
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Also 135-inch Large Tiger, Leopard and Bear-skin
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DOES your mirror reflect the charm of a perfect complexion, or does it tell all too plainly of the ill effects worked by the vagaries of the weather?

Your mirror will reflect the loveliness of a clear skin—soft, smooth and fragrant—by the use of just a little POND'S, the *original* Vanishing Cream—applied regularly night and morning. POND'S is a sure protection that will prevent either time or weather stealing the youth and beauty from your face. POND'S imparts that delightful bloom of perfect skin health, so attractive and alluring, which it is the desire of every woman to posses. This is Miss Violet Vanbrugh's experience—why should it not be yours also. She writes:—

"I am delighted with POND'S VANISHING CREAM, it is so refreshing and pleasant for the skin."

"So refreshing and pleasant"—that is the effect of POND'S It is employed with perfect ease—no trouble whatever, just a little applied with finger tips night and morning and between engagements—no grease, no stickiness, no massage. It vanishes into the texture of the skin, and is visible only in the effect of a perfect complexion. Exquisitely perfumed wih Jacqueminot Roses

DODGE & SEYMOUR (China), LTD.
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Pond's Vanishing Cream

AUTOMOBILES

SHANGHAI, SUNDAY, OCTOBER 19, 1919

INSURANCE RATES DROP ON CALIFORNIA CARS

State Automobile Club Conducts Own Department Which Effects Reduction

Automobile insurance rates throughout California are to be reduced approximately 25 percent of the rates now charged in the West on fire, theft, collision and property damage.

Rumors which have been prevalent for months that insurance rates were to be put on the toboggan have "jelled" with the definite announcement that the Pacific Coast Automobile Underwriters Conference has voted to lower the rates anywhere from 25 to 40 percent on cars costing $800 or over, and this recommendation has already been sent East for the approval of the national conference.

That the motorists of Southern California themselves are directly responsible for this action, through the activity of the Automobile Club of Southern California, is the consensus of opinion.

When the Automobile Club started to write insurance for its members at cost, back in 1912, it "started something" which has gained in popularity ever since—notably, cheaper insurance, and quicker and fairer adjustments for less.

During the past year, when the club had established nineteen branch offices throughout Southern California, every one equipped and ready to handle insurance and adjustments for club members, panic appeared in the old line companies. According to club officials, the reduction in insurance rates by the conference companies has been impending for some time.

That the motorists of Southern California who have placed their insurance with the Insurance Department of the Automobile Club since 1912 have saved themselves $766,710.43 was the statement given yesterday by Manager Ralph Reynolds of the club's inter-insurance exchange.

In 1918, he points out, the saving, as compared to the rates charged by conference companies, was more than 40 percent. Furthermore, from the viewpoint of the motoring public, the policy of the club's insurance department, which is procured at reduced rates actually entitles the individual motor car owner to better service due to the nineteen branch offices located throughout the southern part of the State.

These branches have been so strategically located that any trouble or accident involving an insured member can be reached within a half hour by a club representative. Service such as this has made the conference companies realise that they were battling against a type of service which could not be competed with, say club members, and the only solution for the life of the conference at all was to lower the rates.

That the Automobile Club's influence in this respect, notably in rate-lowering, will be nation-wide is probable, in view of the fact that other motoring clubs throughout the United States are taking up the insurance department idea. This sounds the death knell of high rates and indifferent service by the old line companies.

Commercial suicide is indicated in any attempt of conference companies to reduce rates to compete with the inter-insurance idea among motorists who have banded together so efficiently as in the Southern California club, say club officials, and the real solution to the fight for existence on the part of insurance companies is found in giving real service and quick adjustments.

Whether the companies can ever hope to compete with the Automobile Club in rapid adjustments and low rates is the problem which is now up for solution by the conference concerns. When such a system is mapped out American auto owners will get the benefit, and forever thank the Auto Club of Southern California.

CARE OF INNER TUBES

Underinflation is injurious to tubes. When the underinflated tire passes over a stone both casing and tube are jolted against the rim and sooner or later a leak will develop. All tires should be inflated to the standard prescribed by manufacturers.

Putting undersized tubes in casings is a common fault. This strains the tube, makes the expansion all one-sided on the tread side of the tire and generally results in a blowout.

Much Of Car's Burden Falls On Rear Axle

Among the hardest working units in the mechanism of the modern motor car is the rear axle. The function of this part is not only to help carry the weight of the car, but also to transmit the power. Whenever the car is in motion the rear axle is the scene of intense mechanical activity. It will be obvious then that this part of the mechanism should have the most scrupulous care. It does not always get it.

Rear axles fall readily into two distinct classifications, dead axles and live ones. Live axles are used on all modern passenger cars. The term "live" simply means that the axle turns. Dead axles do not turn and are used only on vehicles having double chain drive.

When we come to examine live axles we find it necessary to classify them still further into three minor classes, known respectively as floating, semi-floating and three-quarters floating. A further classification comes later, according to the type of the gearing used to transmit the power.

The live axle consists principally of a hollow spheroid, from which projects on either side two tubes. In the central spheroid is located the differential unit embodying a number of gears. From the differential project two shafts, which occupy the tubes projecting from the central spheroid of the rear axle. At the ends of these shafts the wheels are attached.

What "Floating Axle" Is

The classification of floating, semi-floating and three-quarters floating is derived from the method used in attaching the wheels to the shafts.

The floating axle does do very nearly that thing—float. It is not called to bear any of the weight of the car, it simply transmits the power to the wheels and takes a little of the tortional or twisting stresses. The floating axle has its bearings outside the tube, so that the wheels really rest on the tubes and not on the shafts. In this type of axle the shafts may be removed without disturbing any other parts.

The semi-floating axle has its bearings on the inside of the tube, so that the shafts are called to bear some of the load as well as to transmit power. The shafts are not so easily removed as in the case of the floating axle.

The three-quarters floating axle has the bearings on the outside of the tubes and there is a rigid connection between shafts and wheels. This type demands that the shafts shall bear some of the load in addition to transmitting power.

When it comes to the types of gears used in transmitting power, we find that the passenger cars of today employ three—straight bevel, spiral bevel and two-speed bevel. In the truck field we find three additional types, the worm, internal gear and double chain drive, though the latter is growing less every year. During the last few years the spiral bevel has come rapidly to the front, until today it is the most popular type. There are obvious reasons for this, its quiet running and general efficiency being the leading ones. Many makers still stick to the straight bevel, while the two-speed bevel has only one prominent adherent.

Lubrication Very Essential

The car owner who has experienced that most tenacious trouble commonly known as "rear axle trouble" will not need the advice to do everything possible to guard against it. Many serious troubles have developed in this unit and only the utmost care will obviate some of them.

Axle shafts sometimes break or are twisted out of their proper shape. Bearings are sometimes crushed. The differential gears are peculiarly liable to chipping, which may very probably result in the ruin of the whole unit.

As is generally the case, the principal item of the proper care of the rear axle is lubrication. Never make the mistake of using grease in this part, as used to be the rule. Oil is the proper lubricant for the rear axle.

Once or twice during the running season the rear axle should be drained, and after being flushed out with kerosene, fresh oil should be put in. Note also that while the part should be kept well filled with oil all the time, an excess is not desirable, for the extra quantity is likely to work down and into the breaking system, with the functioning of which it interferes.

Sometimes it is necessary to place felt washers in the axle tubes to prevent the excess oil working out in this way. Many modern cars have holes drilled in the ends of the tubes to let excess oil drain out and it is possible to drill holes in this way when they have not been provided by the car maker.

Hum Means Misalignment

But lubrication is not all in the case of the rear axle. As noted above the function of this part involves the taking of torque or twisting stresses, which involves heavy strains. If the shafts or other parts are not heavy enough, breakage occurs.

In case a part of the rear axle mechanism breaks, the proper thing to do is to find out the fundamental cause of the trouble. Mere replacement may not be enough, because it is quite likely that there may be a misalignment, that will quickly cause another breakage after the new part is in place.

The only thing to do in a case of this kind is to have the offending part lined up and that is a job for the service station or an expert mechanic. When an intermittent hum comes from the rear axle, it may be accepted as a sign that the gears are running out of alignment and the proper steps should at once be taken.

Chipping of the gear teeth is a common ailment, and in this case the pieces of metal that have been broken off get down into the mechanism and cause further trouble.

When rear axles have spring seats of the oscillating type, these must be lubricated just as carefully as the axle itself at the point where they turn on the axle tubes.

In conclusion let us say that when any noise of a peculiar or unusual character emanates from the rear axle it should be taken as a danger signal and the unit should be got to the service station without delay. Trouble in the rear axle rapidly grows from something small to a serious matter. A stitch in time saves a whole seam in regard to rear axle repairs.

USED CAR SALE TAX

New Pennsylvania Law Expected To Lessen Motor Thefts

Pennsylvania's new automobile bill, which went into effect July 1, requires all persons selling used or second-hand cars to fill out a form under oath and pay $2.50 on each transfer of a car. In other words, the person who sells it must furnish you a statement and description of that car under oath. The purchaser sends the original to the State Highway Department with the $2.50 fee.

The seller is obliged to give the purchaser a similar statement in duplicate under oath. The purchaser then files an affidavit with the State. The purchaser, whether dealer or individual, always pays the State the $2.50 when he buys a used car.

The chief object of this tax on the sale of used cars is to make it difficult to dispose of stolen cars in the State and thereby decrease the number of thefts of automobiles.

GRAPHITE AND OIL

A little graphite and oil mixed to the consistency of a paste and used on all threaded surfaces will allow the bolt to be made up tighter and always allow it to be removed. It is better than white or red lead in making a gas or water-tight fit and does not set.

Cadillac Car Has Record Of Service

U. S. 11,661, In Army Since 1915, Used By Four Generals Including Pershing

With a record of 100,042 miles in Army service, having been used by four famous generals, and having served in the Mexican campaign and several of the most severe battles in France, the Cadillac car U. S. No. 11,661 is now looking for other worlds to conquer.

The car purchased in 1915 was assigned to General Funston who used it during the Mexican Campaign and until his death. General John J. Pershing was the new Commander of the Southern Department and to him the car was next assigned. He used it until his transfer to the command of the American Expeditionary Force.

General James Parker and General William G. Haan were the next users of the car and when the latter was ordered to France he secured permission to take the car with him. From March to May, 1918, General Haan drove the car in France and then it was assigned to Lieutenant-Colonel John H. Howard, because General Haan received a closed Cadillac for his work.

During the remainder of the war the car served in the Alsace Sector at Chateau-Thierry, Fismes, on the Vesle River, the Chemin des Dames offensive, the action north of Soissons, and through the opening offensive in the Argonne.

Later the car served in the advance through the Argonne, the advance at the Meuse River north of Verdun, and for the advance into Germany after the signing of the armistice.

The car is still in service. Its log shows that its total gasoline consumption to March 15, 1919, was 10,024 gallons. The best tire mileages on the records of this car are 16,300 miles from one tire and 14,250 from another.

Tests In Australia Prove Buick Quality

The Automobile Club of Australia held a 103 mile reliability touring contest recently. It comprised a sealed bonnet non-stop engine run, hill climb, and a petrol consumption test. Mr. H. S. Honigsberg local dealer in the Buick has just received details of that car's remarkable performance in this trial.

Twenty-three cars entered in the event, ranging from cars with a reputation for power and speed, to lighter cars whose chief boast is the small petrol consumption. The Buick, a moderately powered car whose second name is Reliability fully lived up to it in each of the tests.

In the Hill Climb, the Buick, a privately owned stock model, beat a Benz by 13 seconds, a 30 H. P. car by 4 seconds; a 31 H. P. car by 11 seconds; a 26 H. P. car by 16 seconds and a 41 H. P. car by 6 seconds.

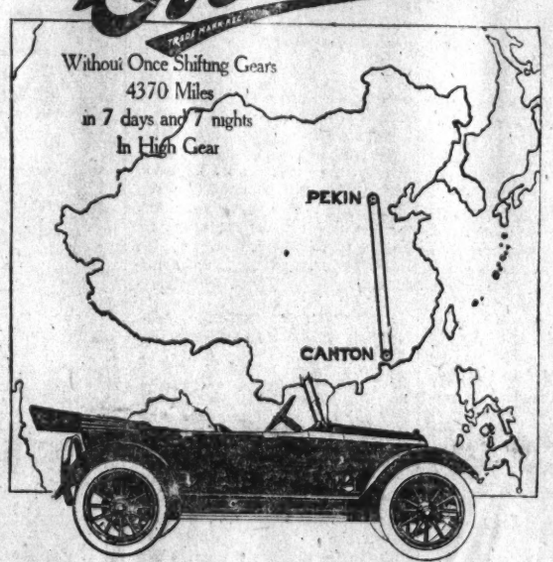
In the Petrol Consumption test, the stock model Buick, driven by Mrs S. L. Tyler, beat the field, going 8.13 miles per gallon more than the second car. The winning Buick carried a gross load of 3,980 pounds, and scored 30.19 road miles per gallon. On a ton mileage basis this gave 53.78 ton miles per gallon. The term "ton mileage" means the actual tonnage carried a mile on a given quantity of petrol. Of the twenty-three entries, the three runners-up against the Buick scored: 22.06, 22.94; and 22.24 road miles per gallon respectively.

This petrol test lasted 103 miles over very hilly country. The average mileage per gallon obtained by the three Buick entries in the trade section was more than 28½ miles per Imperial Gallon. Compared with the record of the many other contenders, this shows the constancy of Buick quality. All Buicks give practically the same service wherever they may be found, for they are all made to a standard, and no Buick is permitted to leave the factory until it has been proved to be up to that standard. That is why every Buick owner is a volunteer sales promotor for the Buick.

Overland

TRADE MARK REG.

Without Once Shifting Gears
4370 Miles
in 7 days and 7 nights
In High Gear



4370 Miles Without Stopping the Engine or Shifting the Gears

This is a record-breaking non-stop performance recently given by a *stock* Model 90 Overland in a special test conducted in the United States—State of Oklahoma—covering a distance almost equal to two round trips from Pekin to Canton.

Sealed in high gear, this car was driven for seven days and seven nights, over roads both good and bad, through weather both good and bad, a daily average of 624 miles—without a single stop.

Model 90 owners (there are 175,000 of them) naturally take pride in this performance. But their pride is of an earlier origin than this—for they have had the opportunity to test this unusual car by personal experience under the varying conditions of every-day demand. You, too, will be proud to own an Overland Model 90.

THE CENTRAL GARAGE CO., 2a Jinkee Road, Shanghai

THE JOHN N. WILLYS EXPORT CORPORATION
165 Broadway, NEW YORK, U. S. A.

Goodyear Quality Lowers the Cost-per-Mile

Goodyear Value does not stop at fair prices—or rather, it does not begin at any price.

Long mileage is the first aim of the Goodyear factories and excess mileage is the aim of Goodyear Service Stations and Dealers everywhere. We believe that there is not another tyre manufactured today that will give so low a cost-per-mile as the new type Goodyear.

We believe it from our own experience, and because we have seen it proven by figures gathered from many sources.

You can make your decreased tyre-cost-per-mile, through fitting Goodyears to your car, offset your increased petrol-cost-per-mile.

Ask your dealer for Goodyear Fabric & Cord Tyres made in both inch and metric sizes, also Heavy Tourist Tubes.

GOODYEAR

STATE EXPRESS

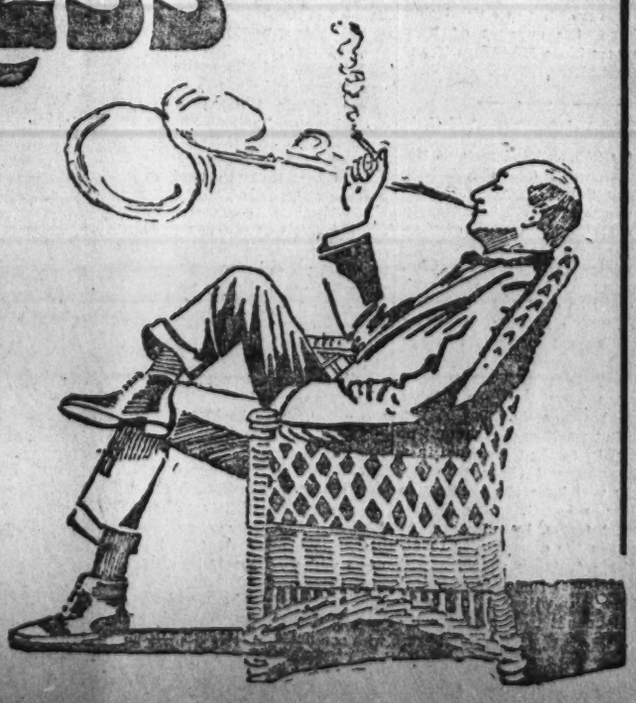
CIGARETTES

have a delicious and delicate flavour which pleases the most particular and exacting smoker.

No. 555 per Tin of 50 **75 cents.**
Virginia

PACKED IN PATENT VACUUM TINS.

Sole Manufacturers: ARDATH TOBACCO CO., Ltd., LONDON, Eng.



STUDEBAKER DEALERS RESUME CLUB SESSIONS

Organisation Plans Many Important Gatherings For The Fall And Winter

New York, September 20.—The Studebaker Efficiency and Economy Club has resumed its Winter schedule of semi-monthly meetings. During the Summer they met only monthly, but now that vacations are over they intend to start an even more attractive program than last year. Prominent speakers have agreed to address them on the leading topics of the day. One meeting a month will be given to this outside work, the other will be devoted to purely Studebaker business.

I. C. Jones, the New York Studebaker representative and president of the club, is most enthusiastic over the work it has done and the program for the coming season. He said that, as far as he knew, the club was the first of its kind in the retail automobile world. From the very first meeting it has accomplished wonderful work, not only in securing perfect harmony and co-operation within the organisation, but in the results it has gained for Studebaker owners.

While everybody in the organisation, from the newly-acquired office boy up, is invited to the meetings, it is primarily intended for the salesmen and heads of the various departments. It gives them an opportunity to talk over and iron out the differences that may arise and for the exchange of ideas on ways and means for the improvement of Studebaker service. Every member carries a special notebook to jot down ideas that occur to him between meetings. Cards are distributed so that all can drop ideas into suggestion boxes, and these ideas are talked over at the next meeting.

One of the many valuable suggestions that have been carried out is in connection with the service department, and was proposed by one of the members of that department. The day after a Studebaker owner takes his car out of the service station a letter is written him, requesting that he indicate on an enclosed post card if he is completely satisfied with the service rendered. Another letter is written four days later, and then the owner is called by phone. This makes it almost impossible for a Studebaker owner not to be a satisfied owner.

Will Use Movies To Boost Highways

Films To Play Part In Campaign For More Roads In New York State

Motion pictures will play the most important part in a campaign undertaken by the State Reconstruction Commission, recently appointed by Gov. Alfred E. Smith, for the education of the people of the State of New York during the next few months, following a conference in New York between Mrs. Belle Moskovitz, secretary of the commission, and Dr. Francis Holley, director of the Bureau of Commercial Economics, Washington, D. C.

Chief among the subjects upon which the campaign is to be based are the development of highways and the furtherance of the ship-by-truck movement. Motion pictures boosting these two great activities will be shown in every city and town in the State of New York during the progress of the tour, Mrs. Moskovitz declared.

In the development of the ship-by-truck movement and the educative work connected with the good roads movement, the commission will have the support of New York's new State Highways Transport Committee.

MOTOR CORPS SCHOOL TRAIN

Nearly 200 enlisted men of the Motor Transport Corps left New York for Camp Holabird, Baltimore, where they will undergo intensive training. Upon completing the course, the soldier will receive a certificate of graduation, so that upon his return to civil life he will be qualified to become a machinist, a repair man, an ignition expert or some other specialist.

Capt. William D. Sherman, Recruiting Officer for the Motor Transport Corps in New York, states that another detachment of men will leave for the school in a few months, and those who enlist now will have the preference of being selected. The Motor Transport Corps, by offering to young men the opportunity to attend these training schools, will in a sense become a mechanical school which will be of very material benefit to the motor industry.

New All-British Standard Light Car

The new four seater model made by the Standard Motor Co., Ltd., Coventry, England. The Shanghai Garage Co., Ltd., are the local agents.

Commercial Aviation Has Tremendous Possibilities

Airplane Will Be Competitor Of The Railroad Instead Of The Motor Car, Says Flying Club Official

English aircraft manufacturers, under the stimulus given their industry by the Government, have made great strides in the commercial development of the airplane, according to F. G. Diffen, President of the United Aircraft Engineering Corporation, who recently returned to the United States from a six weeks' stay in England. Mr. Diffen, who is Vice President of the American Flying Club, went abroad to study the latest types of commercial plane and to confer with London bankers and airplane manufacturers with a view of establishing international commercial aviation relations.

"British manufacturers are already operating on a peacetime basis," said Mr. Diffen, "and the encouragement they have received from their Government has prompted them to push their work on commercial type machines as rapidly as possible. They have received sufficient orders for the war type planes to allow them to retain their factory organisations, which would be impossible without the support of the Government. This is made possible by the appropriation of $350,000,000 recently made by the British for aeronautics, but substantial prizes that have been put up for airplane competitions have also been a source of encouragement to the manufacturers, dealers, and owners of airplanes and have kept the public interested in aviation development.

The competitions are conducted in such a way as to demonstrate the utility of aircraft and the feasibility of using them as cargo carriers covering long distances. Airplanes are now being built in England carrying forty people, and these are being built by commercial concerns and will be used solely for commercial purposes. Dirigibles five times as large as the R-34 are approaching completion and will be used in regular colonial service within 18 months connecting Great Britain and her colonies. The aviation business in England is now higher in the matter of expenditures than the automobile business—a condition that will eventually obtain in the United States.

When the United Aircraft Engineering Corporation recently purchased the entire flying equipment of the Royal Air Force in Canada airplane manufacturers and the public in general were of the opinion that our move was a little premature and that the American market was not yet ready to absorb the machines. They accused us of letting our enthusiasm dictate to our better judgment. But when we disposed of the entire lot of several hundred Canadian training planes within three months and could have sold as many more, our prediction that commercial aviation had arrived was fulfilled.

"The fact that the airplane has successfully covered long distances proves that it is a competitor of the railroad and not of the motor car, as some would seem to think. There is no question in my mind but what we will see an air route operating between New York and Chicago on regular schedule, and this will come by the Spring of 1921. The best evidence that such routes are bound to come is the fact that transportation development has never moved backward, and as the man on horseback succeeded the pedestrian, and as the motor car succeeded the stage coach, so will the airplane succeed the railroad train in the matter of speedy transportation.

"While we must expect that some will continue to ridicule the airplane, we must remember that there always has been and always will be a certain number of people who are noted for saying that this or that 'can't be done.' And then the first thing they know some one turns around and does it. When the first motor cars appeared on the streets of London a law was passed that all motor vehicles must be preceded by a man on foot carrying a red flag, as they were considered a menace and a rich man's toy. When we think of the resistance the motor car manufacturers had to overcome to convince the people that the automobile was a practical vehicle, the problems that confront those who are developing commercial aviation do not seem nearly so big.

"Whether or not they will be built by that time will depend largely on the support the manufacturers are given by the Government, as they must have definite orders for at least a small number of machines for Government use in order to help finance the production of commercial type planes and to keep their organisations intact.

"England by adopting aerial laws governing civil aerial transport, has taken a big step in the right direction. We should make similar laws in the United States immediately rather than to leave it to each State, whose laws would probably be based on a series of judicial decisions, which would obviously retard the industry. If the success of the British manufacturers who are marketing airplanes as fast as they can make them can be taken as a criterion, then the United States market will easily absorb several thousand machines next Spring and Summer if they can be built."

Mr. Diffen predicted that by next Spring scores of municipal landing fields and airdromes would be in operation. He said that a number of civilian fliers would make aviation their vocation during the next twelve months. He saw a great future for the commercial airplane in America, its development increasing with the interest which the public took in this new means of transportation.

Keep Foot Off Of Clutch In Driving

Are you a clutch rider? Does your foot continually rest on the pedal controlling this important part of your car?

If so, you are unconsciously wasting power and are helping put the clutch in a condition where it will slip permanently.

Spend a few minutes studying your clutch, its makeup and the principles on which it works, learn how to keep it in condition and likewise learn to keep your foot off the pedal when it is not required to be there, and you need never have any trouble from this device.

Visit Big Rubber Factory

One hundred and fifty employment managers from various industrial concerns throughout the country have visited the factory of the Goodyear Tire and Rubber Company at Akron, Ohio. The visitors were delegates to the National Employment Managers' Convention at Cleveland, and took advantage of their close proximity to take in the big Akron rubber plant. Their visit was for the purpose of inspecting and investigating the employment methods used at Goodyear.

USE ACETIC

An excellent method of cleaning spark plugs or, in fact, any mica surface is to wash them first in a 10 percent solution of acetic acid, which is an infallible solvent of grease and carbon deposits. The plugs should then be washed off with gasoline and finally dried by rubbing them with a cloth.

Great Britain Sells Many Navy Blimps

Airships That Cost As Much As G.$47,000 Go At Public Auction

London, September 6.—"Going—going—gone! One first-class blimp in excellent condition, guaranteed to wear; excellent pet around the house; kind to children; costs only about $20,000 a year to operate."

All of which may or may not be the cry in the Mouth of the Government auctioneer before these lines see print. For the British Admiralty has several airships of the non-rigid type which it plans to auction off to the general public some time soon.

It will be interesting to see whether the man willing to pay from $7,000 to $9,000 for a second-hand Rolls Royce car will be careless enough to take on a dirigible balloon.

The type of blimp the Admiralty is to put on the block cost the Government from $22,000 to $47,000 to build originally and was used for submarine hunting in the English Channel and North Sea. They have a single car hung below the enlongated gasbag, fitted with two engines, each operating a propeller; they can accommodate six people comfortably and can attain a speed of about thirty miles an hour.

But supposing Priceless Percy, the Piccadilly Pet, should bid in one of these Fords of the skies; let's see what it would cost him, approximately, to go blimping.

First, he would have to have a ton-acre lot with a housing shed on it, and every time he went up or came down from his private aerodrome he'd have to have on hand a launching or landing party of at least fifteen men. One permanent engineer, a mechanic and assistant mechanic and—if Percy didn't possess a pilot's license—one regular sky pilot would constitute the private blimp's regular crew. Then there would be the little item of hydrogen gas, which is far more expensive, Geraldine, than illuminating gas, although just at this minute a market report on hydrogen f.o.b. is not at hand to tell you just what it totes up in dollars and cents.

Add to that gasoline for the motors and oil, ditto, the upkeep of the engines and a new twelve-foot walnut propellor now and then and you'll discover that Priceless Percy's sky yacht would cost him per year just about as much as one of these-out-date yachts we used to see racing off Sandy Hook.

American Car Wins Race In Argentina

A 200-mile road race over the rough roads of northern Argentina recently found a car from the United States winning first money. Overdan Piovano crossed the line in front in four hours and nine minutes.

OIL INSTEAD OF GREASE

The car owner who is handy with tools may find it profitable to replace a number of the greasy caps which lubricate important parts of the mechanism by an oil reservoir, with leads running to these various parts, such, for instance, as the thrust bearing or throw-out collar of the clutch. The oiler should be constructed much like a mechanical oiler, with controls for each lead.

Truck Tire Tips

Skidding or locking the brakes and sliding the wheels results in serious and uncalled for damage. This has a ruinous effect on the mechanism of the truck, and causes as well irreparable damage to the treads of the tires. It subjects the tires to an unusual strain in addition to the work which they must perform in supporting and propelling the truck and its load.

Drivers should be brought to realise that their trucks will stop quicker if brakes are applied gradually and firmly rather than sharply. Improperly adjusted brakes will sometimes cause one wheel to lock, which grinds or tears off a section of the tire.

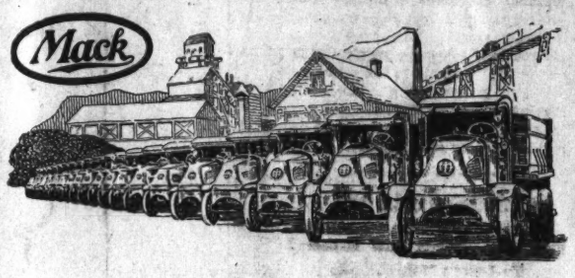
As soon as a truck starts to skid it should be steered, if possible, in the direction of the skid. Trucks carefully driven will not skid ordinarily except under abnormal conditions.

Drivers should be admonished against the rapid turning of corners. This increases the strain and wear on tires with the same ultimate effect as skidding and sliding.

VASELINE FOR TERMINALS

The car owner should not forget that ordinary vaseline is perhaps the best medium available for coating battery terminals and connecters. The vaseline has the great advantage of preventing corrosion from acid or water that may have been spilled.

Mack



Huge fleet of Mack 7½ ton dump lorries for carrying coal over most uneven roads at minimum operating costs.

The heavy short-haul transportation of the world will soon be done almost entirely by motor lorries.

It is far cheaper and more satisfactory than any animal transport.

In engine power, endurance, speed and low cost per ton-mile the Mack Motor Lorry has established new world's records. Mack Lorries are built complete in Mack Factories—not put together of parts assembled at random.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U. S. A.

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The Real Meaning Of Tyre Economy

Thrifty tyre service means more than just mileage. It means less wear on the costly mechanism of your car. It means less gasoline per mile. It means less money for repairs and less time lost in delay.

Firestone TYRES

give you all these savings because of their wonderful resiliency. The tread is tough, it wears long, but does not sacrifice these other vital economies. Order a set now.

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All the well-known makes—4, 6, 8 and 12 Cylinders

ROADSTERS, TOURING CARS, LANDAULETTES, LIMOUSINES.

At prices to suit everybody.

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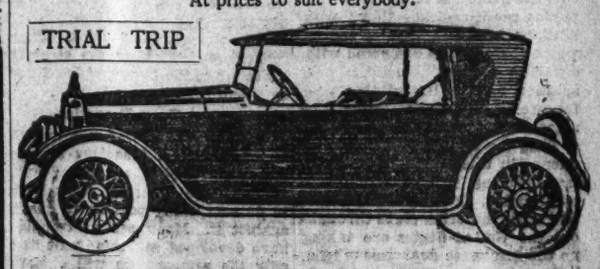

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Invites you to investigate

"THE CAR OF NO REGRETS"

For the man who desires elegance, comfort, power, durability and mechanical perfection combined with great economy of fuel

ELEGANCE—Each of the four body models possesses distinctive stylishness of design and finish.

COMFORT—King Cantilever Springs absorb all shocks, and the natural body curves of the upholstery afford unusual restfulness.

POWER—The powerful but economical eight cylinder engine takes the steepest grades without gear shifting.

DURABILITY and MECHANICAL PERFECTION are the result of careful construction and pioneer experience in the manufacture of eight cylinder cars for world-wide use.

7-Passenger Touring Car
7-Passenger Sedan (Closed Car)
4-Passenger Foursome (Sporting Model)
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LIBERAL CONDITIONS AND MODERATE RATES

GOOD ROADS MOVEMENT EVEN EXTENDS TO CHINA

Countries Of World Spend Great Sums For Building Highways

From France to Japan and from the United States of America to the Argentine the countries of the world are vieing with each other in their efforts to improve their national highways.

The Allied nations who made such efficient use of the roads in their war preparations at home and in the zone of battle have had the vital importance of first class highways powerfully impressed on them. Neutral countries on the other hand have been quick to recognise the advantages that good roads make possible and are likewise appropriating sums for their development that would have been astounding to the average man a few years ago.

Millions To Be Spent

For instance, the national government of the United States has set aside $80,000,000 for expenditure in 1919 alone for this purpose; $195,000,000 additional has also been appropriated to be spent for road improvement throughout the country in the fiscal years of 1920 and 1921. These two enormous sums represent only the federal aid to be given the various states in the making of better highways. The states themselves must spend at least an equal amount to obtain this aid, making a total of $550,000,000 at the lowest figure that will be used for road improvement in the United States during the current and next two years. And even this great appropriation is quite likely to be increased through additional legislation. Bills are pending in Congress for the establishing of a cabinet position for a minister of highways, so important is the subject deemed.

In addition to the financial assistance given by the Federal Government, there are being distributed to the states through the Department of Agriculture 20,000 motor trucks originally purchased for the use of the army and valued at $45,000,000. Of these trucks 9,000 are new to their destination. The only condition of this grant is that the trucks shall be used only on roads built in whole or in part by Federal aid.

In England the joint financial Secretary of the Treasury recently announced that the road board has power to distribute 10,000,000 pounds to the various highway authorities during the current year 1919-20. At least as large a sum as this will also be set aside by the shires and municipalities.

France is concentrating a fund of $152,000,000 on 65,000 miles of national highway, of which a large percentage has already been improved. The less important road systems throughout the country are left to the attention of the departments and sub-departments.

Japan is now investigating road construction methods in the United States, and the Home Department of the Government is planning to ask large grants for a system of hard surfaced roads which will bind more closely together the different parts of the Empire. A highway association has been formed of some of the most prominent and influential men of Nippon to spread the gospel of better roads.

China Is Awakening

China also is awakening to the need for real roads to replace the often almost impassable paths that have so long hindered her development. A member of a special commission investigating economic conditions in the United States recently said that most of the 1,000,000 Chinese soldiers in the army would be put to road building this year.

The progressive countries of South America, South Africa and Australia are likewise appropriating large sums for road improvement. They have found that their national prosperity increases directly in proportion to the condition of the roads, by permitting the rapid and comparatively cheap transport to the market or central shipping point of the products in the production of which these countries naturally excel.

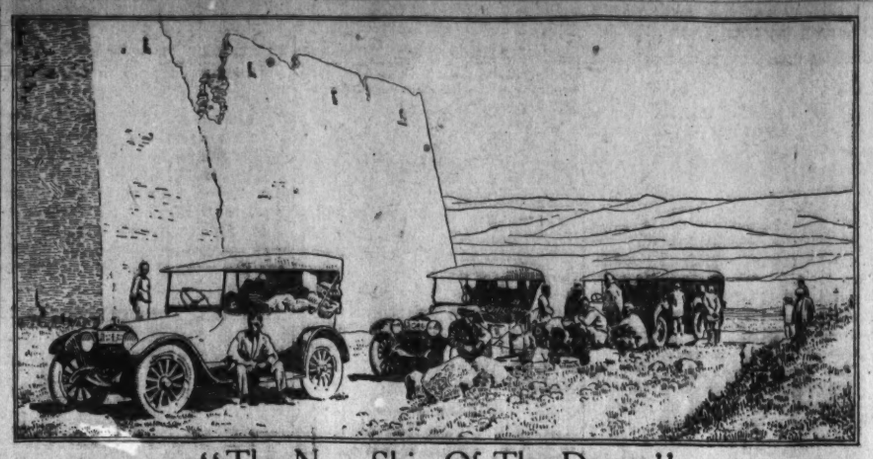
The movement for better roads is world-wide for it is a fundamental subject. The four principal elements in the life and advancement of the modern world are agriculture, manufacturing, distribution and transportation; and the first three of these lean heavily on the fourth. Good roads permit the farmer to ship his produce to the town at a reasonable profit to himself at a price that the consumer can afford to pay. Good roads permit shipment by truck or freight over short distances for which the railroad rate would be prohibitive, or to and from out-of-the-way regions into which the railroad does not extend from the crowded city into the healthful suburban sections, from which they can conveniently motor to places of business.

How Napoleon Lost

From the time of Caesar, civilisation has followed the rightly constructed highway. Despite the ravages of twenty-one centuries the Appian Way and almost equally famous military roads constructed in France and Britain remain monuments to the forethought and thorough workmanship that made Rome the mistress of the world.

Napoleon was defeated by the bad roads leading to Waterloo just as surely as Verdun was saved, the Somme defense made possible and the line held at Chateau Thierry by the good roads of modern France over which rushed the motor trucks, lorries and camions bringing reserves to the front.

But the primary reason of the great increase in highway construction and improvement all over the world is the change in the attitude of the men in the street—the tax-payer out of whose pocket comes at first the price of such improvements. He realises now that for every cent he contributes to the betterment of the roads of his community and country, he will eventually benefit many times over through the reduction in transportation costs that inevitably follows. The people are demanding good roads and are willing to pay the first cost of them—that is why they are being built.



"The New Ship Of The Desert"

Rocks: little pebbles which work havoc with the soft surface of a motor car tire, and great boulders too large to drive over and nearly too numerous to drive about—

Ruts: negligibly small ones, and others so deep that the differential casing of the back axle frequently hits the road—

Sand: blistering hot, which scorches passengers and tires alike—

All on a road which runs through a driedup river, elsewhere along smooth plateaus, in still other places up mountain sides so steep that one rises a foot for every three traveled—such are the obstacles to traveling in the great Gobi Desert.

For years, back through the centuries, this great glaring expanse of sand, almost devoid of vegetation and human life, has defiantly spread its waste area across the path of advancing civilisation, forming a barrier penetrable only with oxen and camels.

Few have been the adventurous spirits who dared make the thousand mile journey from Peking to Irkutsk, for the tales told of the perils of the trip were too thrilling to tempt any but the most foolhardy. Wandering nomads, with their warlike appearance and peculiar customs, great herds of antelope, often a thousand in a herd, traveling in long single columns, wolves whose harrowing howls broke the stillness of the night, and sudden changes in temperature from the greatest heat to the most frigid cold all added color to the thirty day journey—and prevented all but the most intrepid of travelers from making it.

But, recently, the Chinese Railway Commission decided to experiment with automobiles as a swifter means of crossing this great glittering blotch of aridity. The results of the first trails are seen in the skeletons of cars left stranded along the road, sometimes reminding one of mechanical companions of the bleached human bones which dot the trail.

Difficulties without end were encountered and constant experimentation was necessary before a car was found to successfully displace the picturesque camel. It was a long and discouraging task, but when the outlook was most forbiding, a car was found capable of performing the difficult task. Now, after ages, a camel of modern standards has been found and already it has been appropriately titled

"The New Ship Of The Desert"

American ire Is Favorite Abroad

Foreign Countries Being Invaded By American Product Which Universally Makes Good

American tires are keeping step in popularity in foreign lands with American automobiles. Last year the United States Tire company sent its product to forty countries scattered throughout the world. The removal of shipping restrictions is expected to result in adding 25 or 30 countries to the list during the current year.

A few days ago an Iceland automobile dealer paid a visit to the New York office of the United States Tire company and ordered full equipment for 50 cars. He said that this brand of tire was regarded as the "quality brand" in his country.

Turning to the southern hemisphere, it is noted that a recent issue of La Nacion, the leading newspaper of Santiago, Chili, carried a half page article telling of the wonderful performance of a Scripps Booth car in a test run of 1,939 kilometers over the mountain roads of that country.

At the conclusion of the run the driver remarked, "I must mention that during the entire run from Concepcion to Coquimbo—a distance of about 1,200 meters—we had only one puncture. The tires were United States royal cords and we think it our duty to speak of their quality."

While this approval for the popular American tire is being shown in the far South and distant North, unusual testimonials are given from the tropics, where long life is generally regarded as impossible because of high temperatures. One United States tire in Manila has already given 16,300 miles on a heavy garage car. Another went 10,200 miles without being taken off the wheel. A royal cord gave 14,100 miles under most severe conditions of road and weather. The largest transportation company in the Philippines states that 7,600 miles is the average with United States fabric tires.

N. Y. STATE HAS 500,000

Francis M. Hugo, Secretary of State of New York, has just announced that the registrations in the State have passed the half million mark and that before the end of the year there will be close to 525,000. Marked increase in the number of commercial cars registered is reported. Approximately 20 percent of the automobiles in New York State are owned by farmers. By horsepower classification 63 percent are less than 25 horsepower, 30 percent are from 25 to 35 horsepower and 7 percent are over 35 horsepower.

Miller
GEARED to the ROAD
TIRES

Safety By The Inch. Economy By The Mile

YOU skid by *inches* and not by miles. It is imperative that you have tires that grip the road inch by inch; tires that are sure-footed over wet streets, through slush and mud. This inch-by-inch safety is possible only when your car is geared-to-the-road with

MILLER TIRES

You need Miller Multi-power tires on your car, because they are built to withstand the strenuous task imposed upon them by the weight, power and speed of the car and the wear and tear of rough and uneven roads.

Miller tires are brim full of mile muscle. They give you the utmost in mileage—the greatest possible skid protection and, the real economy that comes from quality built in by men, methods and materials.

The Miller Rubber Co., Akron

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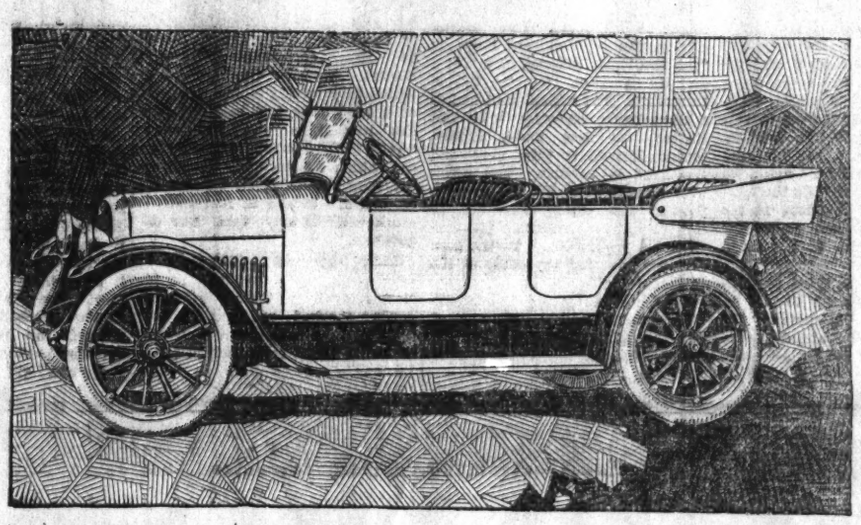
The car of the year—

THE

NEW MODEL LIGHT-FOUR

Studebaker



—roomy, economical, powerful

The New LIGHT-FOUR

Beautiful in design
Thoroughly modern
Mechanically right

A CAR of mechanical perfection. A newly perfected "HOT SPOT" Manifold gives the acme of economy in gasolene. Twenty miles to the gallon is the least record, in most cases, that the Studebaker has made.

You have power and speed when you want it. Standard equipment, electrically started and lighted, equipped with tyres that have given 10,000 miles per set in hard service.

See it, ride in it and you will understand why the new Studebaker is probably the most talked of Motor Car in Shanghai today.

For a demonstration, notify

The Shanghai Horse Bazaar & Motor Co., Ltd.

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STUDEBAKER DEALERS RESUME CLUB SESSIONS

Organisation Plans Many Important Gatherings For The Fall And Winter

New York, September 20.—The Studebaker Efficiency and Economy Club has resumed its Winter schedule of semi-monthly meetings. During the Summer they met only monthly, but now that vacations are over they intend to start an even more attractive program than last year. Prominent speakers have agreed to address them on the leading topics of the day. One meeting a month will be given to this outside work, the other will be devoted to purely Studebaker business.

I. C. Jones, the New York Studebaker representative and president of the club, is most enthusiastic over the work it has done and the program for the coming season. He said that, as far as he knew, the club was the first of its kind in the retail automobile world. From the very first meeting it has accomplished wonderful work, not only in securing perfect harmony and co-operation within the organisation, but in the results it has gained for Studebaker owners.

While everybody in the organisation, from the newly-acquired office boy up, is invited to the meetings, it is primarily intended for the salesmen and heads of the various departments. It gives them an opportunity to talk over and iron out the differences that may arise and for the exchange of ideas on ways and means for the improvement of Studebaker service. Every member carries a special notebook to jot down ideas that occur to him between meetings. Cards are distributed so that all can drop ideas into suggestion boxes, and these ideas are talked over at the next meeting.

One of the many valuable suggestions that have been carried out is in connection with the service department, and was proposed by one of the members of that department. The day after a Studebaker owner takes his car out of the service station a letter is written him, requesting that he indicate on an enclosed post card if he is completely satisfied with the service rendered. Another letter is written four days later, and then the owner is called by phone. This makes it almost impossible for a Studebaker owner not to be a satisfied owner.

Will Use Movies To Boost Highways

Films To Play Part In Campaign For More Roads In New York State

Motion pictures will play the most important part in a campaign undertaken by the State Reconstruction Commission, recently appointed by Gov. Alfred E. Smith, for the education of the people of the State of New York during the next few months, following a conference in New York between Mrs. Belle Moskovitz, secretary of the commission, and Dr. Francis Holley, director of the Bureau of Commercial Economics, Washington, D. C.

Chief among the subjects upon which the campaign is to be based are the development of highways and the furtherance of the ship-by-truck movement. Motion pictures boosting these two great activities will be shown in every city and town in the State of New York during the progress of the tour, Mrs. Moskovitz declared.

In the development of the ship-by-truck movement and the educative work connected with the good roads movement, the commission will have the support of New York's new State Highways Transport Committee.

MOTOR CORPS SCHOOL TRAIN

Nearly 200 enlisted men of the Motor Transport Corps left New York for Camp Holabird, Baltimore, where they will undergo intensive training. Upon completing the course, the soldier will receive a certificate of graduation, so that upon his return to civil life he will be qualified to become a machinist, a repair man, an ignition expert or some other specialist.

Capt. William D. Sherman, Recruiting Officer for the Motor Transport Corps in New York, states that another detachment of men will leave for the school in a few months, and those who enlist now will have the preference of being selected. The Motor Transport Corps, by offering to young men the opportunity to attend these training schools, will in a sense become a mechanical school which will be of very material benefit to the motor industry.

New All-British Standard Light Car

The new four seater model made by the Standard Motor Co., Ltd., Coventry, England. The Shanghai Garage Co., Ltd., are the local agents.

Commercial Aviation Has Tremendous Possibilities

Airplane Will Be Competitor Of The Railroad Instead Of The Motor Car, Says Flying Club Official

English aircraft manufacturers, under the stimulus given their industry by the Government, have made great strides in the commercial development of the airplane, according to F. G. Diffen, President of the United Aircraft Engineering Corporation, who recently returned to the United States from a six weeks' stay in England. Mr. Diffen, who is Vice President of the American Flying Club, went abroad to study the latest types of commercial plane and to confer with London bankers and airplane manufacturers with a view of establishing international commercial aviation relations.

"British manufacturers are already operating on a peacetime basis," said Mr. Diffen, "and the encouragement they have received from their Government has prompted them to push their work on commercial type machines as rapidly as possible. They have received sufficient orders for the war type planes to allow them to retain their factory organisations, which would be impossible without the support of the Government. This is made possible by the appropriation of $350,000,000 recently made by the British for aeronautics, but substantial prizes that have been put up for airplane competitions have also been a source of encouragement to the manufacturers, dealers, and owners of airplanes and have kept the public interested in aviation development.

The competitions are conducted in such a way as to demonstrate the utility of aircraft and the feasibility of using them as cargo carriers covering long distances. Airplanes are now being built in England carrying forty people, and these are being built by commercial concerns and will be used solely for commercial purposes. Dirigibles five times as large as the R-34 are approaching completion and will be used in regular colonial service within 18 months connecting Great Britain and her colonies. The aviation business in England is now higher in the matter of expenditures than the automobile business—a condition that will eventually obtain in the United States.

When the United Aircraft Engineering Corporation recently purchased the entire flying equipment of the Royal Air Force in Canada airplane manufacturers and the public in general were of the opinion that our move was a little premature and that the American market was not yet ready to absorb the machines. They accused us of letting our enthusiasm dictate to our better judgment. But when we disposed of the entire lot of several hundred Canadian training planes within three months and could have sold as many more, our prediction that commercial aviation had arrived was fulfilled.

"The fact that the airplane has successfully covered long distances proves that it is a competitor of the railroad and not of the motor car, as some would seem to think. There is no question in my mind but what we will see an air route operating between New York and Chicago on regular schedule, and this will come by the Spring of 1921. The best evidence that such routes are bound to come is the fact that transportation development has never moved backward, and as the man on horseback succeeded the pedestrian, and as the motor car succeeded the stage coach, so will the airplane succeed the railroad train in the matter of speedy transportation.

"While we must expect that some will continue to ridicule the airplane, we must remember that there always has been and always will be a certain number of people who are noted for saying that this or that 'can't be done.' And then the first thing they know some one turns around and does it. When the first motor cars appeared on the streets of London a law was passed that all motor vehicles must be preceded by a man on foot carrying a red flag, as they were considered a menace and a rich man's toy. When we think of the resistance the motor car manufacturers had to overcome to convince the people that the automobile was a practical vehicle, the problems that confront those who are developing commercial aviation do not seem nearly so big.

"Whether or not they will be built by that time will depend largely on the support the manufacturers are given by the Government, as they must have definite orders for at least a small number of machines for Government use in order to help finance the production of commercial type planes and to keep their organisations intact.

"England by adopting aerial laws governing civil aerial transport, has taken a big step in the right direction. We should make similar laws in the United States immediately rather than to leave it to each State, whose laws would probably be based on a series of judicial decisions, which would obviously retard the industry. If the success of the British manufacturers who are marketing airplanes as fast as they can make them can be taken as a criterion, then the United States market will easily absorb several thousand machines next Spring and Summer if they can be built."

Mr. Diffen predicted that by next Spring scores of municipal landing fields and airdromes would be in operation. He said that a number of civilian fliers would make aviation their vocation during the next twelve months. He saw a great future for the commercial airplane in America, its development increasing with the interest which the public took in this new means of transportation.

Keep Foot Off Of Clutch In Driving

Are you a clutch rider? Does your foot continually rest on the pedal controlling this important part of your car?

If so, you are unconsciously wasting power and are helping put the clutch in a condition where it will slip permanently.

Spend a few minutes studying your clutch, its makeup and the principles on which it works, learn how to keep it in condition and likewise learn to keep your foot off the pedal when it is not required to be there, and you need never have any trouble from this device.

Visit Big Rubber Factory

One hundred and fifty employment managers from various industrial concerns throughout the country have visited the factory of the Goodyear Tire and Rubber Company at Akron, Ohio. The visitors were delegates to the National Employment Managers' Convention at Cleveland, and took advantage of their close proximity to take in the big Akron rubber plant. Their visit was for the purpose of inspecting and investigating the employment methods used at Goodyear.

USE ACETIC

An excellent method of cleaning spark plugs or, in fact, any mica surface is to wash them first in a 10 percent solution of acetic acid, which is an infallible solvent of grease and carbon deposits. The plugs should then be washed off with gasoline and finally dried by rubbing them with a cloth.

Great Britain Sells Many Navy Blimps

Airships That Cost As Much As $47,000 Go At Public Auction

London, September 6.—"Going—going—gone! One first-class blimp in excellent condition, guaranteed to wear; excellent pet around the house; kind to children; costs only about $20,000 a year to operate."

All of which may or may not be the cry in the Mouth of the Government auctioneer before these lines see print. For the British Admiralty has several airships of the non-rigid type which it plans to auction off to the general public some time soon.

It will be interesting to see whether the man willing to pay from $7,000 to $9,000 for a second-hand Rolls Royce car will be careless enough to take on a dirigible balloon.

The type of blimp the Admiralty is to put on the block cost the Government from $22,000 to $47,000 to build originally and was used for submarine hunting in the English Channel and North Sea. They have a single car hung below the enlongated gasbag, fitted with two engines, each operating a propeller; they can accommodate six people comfortably and can attain a speed of about thirty miles an hour.

But supposing Priceless Percy, the Piccadilly Pet, should bid in one of these Fords of the skies; let's see what it would cost him, approximately, to go blimping.

First, he would have to have a ton-acre lot with a housing shed on it, and every time he went up or came down from his private aerodrome he'd have to have on hand a launching or landing party of at least fifteen men. One permanent engineer, a mechanic and assistant mechanic and—if Percy didn't possess a pilot's license—one regular sky pilot would constitute the private blimp's regular crew. Then there would be the little item of hydrogen gas, which is far more expensive, Geraldine, than illuminating gas, although just at this minute a market report on hydrogen f.o.b. is not at hand to tell you just what it totes up in dollars and cents.

Add to that gasoline for the motors and oil, ditto, the upkeep of the engines and a new twelve-foot walnut propellor now and then and you'll discover that Priceless Percy's sky yacht would cost him per year just about as much as one of these-out-date yachts we used to see racing off Sandy Hook.

American Car Wins Race In Argentina

A 200-mile road race over the rough roads of northern Argentina recently found a car from the United States winning first money. Overdan Piovano crossed the line in front in four hours and nine minutes.

OIL INSTEAD OF GREASE

The car owner who is handy with tools may find it profitable to replace a number of the greasy caps which lubricate important parts of the mechanism by an oil reservoir, with leads running to these various parts, such, for instance, as the thrust bearing or throw-out collar of the clutch. The oiler should be constructed much like a mechanical oiler, with controls for each lead.

Truck Tire Tips

Skidding or locking the brakes and sliding the wheels results in serious and uncalled for damage. This has a ruinous effect on the mechanism of the truck, and causes as well irreparable damage to the treads of the tires. It subjects the tires to an unusual strain in addition to the work which they must perform in supporting and propelling the truck and its load.

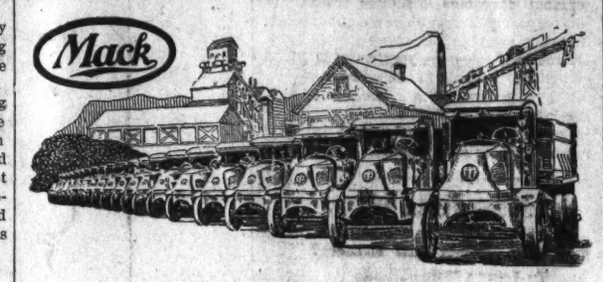
Drivers should be brought to realise that their trucks will stop quicker if brakes are applied gradually and firmly rather than sharply. Improperly adjusted brakes will sometimes cause one wheel to lock, which grinds or tears off a section of the tire.

As soon as a truck starts to skid it should be steered, if possible, in the direction of the skid. Trucks carefully driven will not skid ordinarily except under abnormal conditions.

Drivers should be admonished against the rapid turning of corners. This increases the strain and wear on tires with the same ultimate effect as skidding and sliding.

VASELINE FOR TERMINALS

The car owner should not forget that ordinary vaseline is perhaps the best medium available for coating battery terminals and connecters. The vaseline has the great advantage of preventing corrosion from acid or water that may have been spilled.



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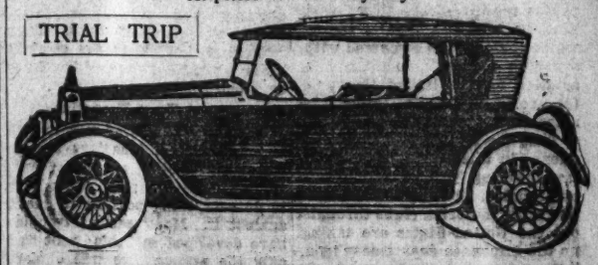

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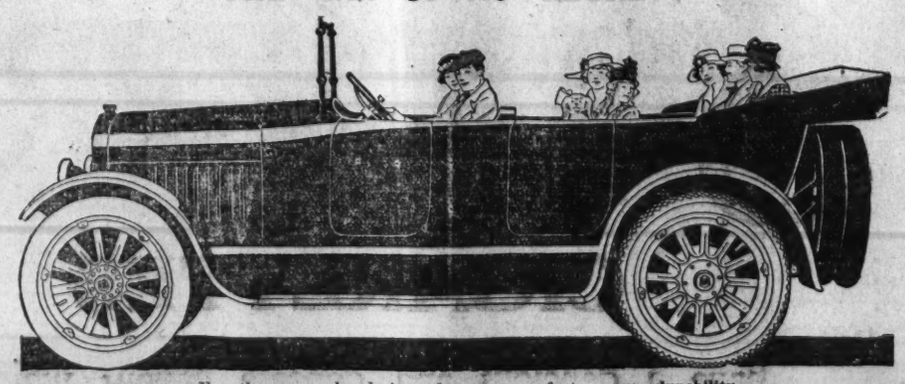

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LIBERAL CONDITIONS AND MODERATE RATES

GOOD ROADS MOVEMENT EVEN EXTENDS TO CHINA

Countries Of World Spend Great Sums For Building Highways

From France to Japan and from the United States of America to the Argentine the countries of the world are vieing with each other in their efforts to improve their national highways.

The Allied nations who made such efficient use of the roads in their war preparations at home and in the zone of battle have had the vital importance of first class highways powerfully impressed on them. Neutral countries on the other hand have been quick to recognise the advantages that good roads make possible and are likewise appropriating sums for their development that would have been astounding to the average man a few years ago.

Millions To Be Spent

For instance, the national government of the United States has set aside $80,000,000 for expenditure in 1919 alone for this purpose; $195,000,000 additional has also been appropriated to be spent for road improvement throughout the country in the fiscal years of 1920 and 1921. These two enormous sums represent only the federal aid to be given the various states in the making of better highways. The states themselves must spend at least an equal amount to obtain this aid, making a total of $550,000,000 at the lowest figure that will be used for road improvement in the United States during the current and next two years. And even this great appropriation is quite likely to be increased through additional legislation. Bills are pending in Congress for the establishing of a cabinet position for a minister of highways, so important is the subject deemed.

In addition to the financial assistance given by the Federal Government, there are being distributed to the states through the Department of Agriculture 20,000 motor trucks originally purchased for the use of the army and valued at $45,000,000. Of these trucks 9,000 are new to their destination. The only condition of this grant is that the trucks shall be used only on roads built in whole or in part by Federal aid.

In England the joint financial Secretary of the Treasury recently announced that the road board has power to distribute 10,000,000 pounds to the various highway authorities during the current year 1919-20. At least as large a sum as this will also be set aside by the shires and municipalities.

France is concentrating a fund of $152,000,000 on 65,000 miles of national highway, of which a large percentage has already been improved. The less important road systems throughout the country are left to the attention of the departments and sub-departments.

Japan is now investigating road construction methods in the United States, and the Home Department of the Government is planning to ask large grants for a system of hard surfaced roads which will bind more closely together the different parts of the Empire. A highway association has been formed of some of the most prominent and influential men of Nippon to spread the gospel of better roads.

China Is Awakening

China also is awakening to the need for real roads to replace the often almost impassable paths that have so long hindered her development. A member of a special commission investigating economic conditions in the United States recently said that most of the 1,000,000 Chinese soldiers in the army would be put to road building this year.

The progressive countries of South America, South Africa and Australia are likewise appropriating large sums for road improvement. They have found that their national prosperity increases directly in proportion to the condition of the roads, by permitting the rapid and comparatively cheap transport to the market or central shipping point of the products in the production of which these countries naturally excel.

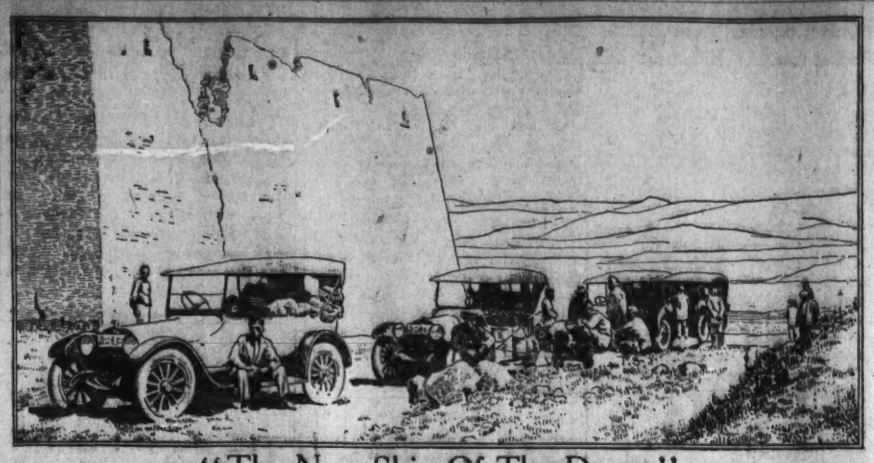
The movement for better roads is world-wide for it is a fundamental subject. The four principal elements in the life and advancement of the modern world are agriculture, manufacturing, distribution and transportation; and the first three of these lean heavily on the fourth. Good roads permit the farmer to ship his produce to the town at a reasonable profit to himself at a price that the consumer can afford to pay. Good roads permit shipment by truck or freight over short distances for which the railroad rate would be prohibitive, or to and from out-of-the-way regions into which the railroad does not extend from the crowded city into the healthful suburban sections, from which they can conveniently motor to places of business.

How Napoleon Lost

From the time of Caesar, civilisation has followed the rightly constructed highway. Despite the ravages of twenty-one centuries the Appian Way and almost equally famous military roads constructed in France and Britain remain monuments to the forethought and thorough workmanship that made Rome the mistress of the world.

Napoleon was defeated by the bad roads leading to Waterloo just as surely as Verdun was saved, the Somme defense made possible and the line held at Chateau Thierry by the good roads of modern France over which rushed the motor trucks, lorries and camions bringing reserves to the front.

But the primary reason of the great increase in highway construction and improvement all over the world is the change in the attitude of the men in the street—the tax-payer out of whose pocket comes at first the price of such improvements. He realises now that for every cent he contributes to the betterment of the roads of his community and country, he will eventually benefit many times over through the reduction in transportation costs that inevitably follows. The people are demanding good roads and are willing to pay the first cost of them—that is why they are being built.



"The New Ship Of The Desert"

Rocks: little pebbles which work havoc with the soft surface of a motor car tire, and great boulders too large to drive over and nearly too numerous to drive about—

Ruts: negligibly small ones, and others so deep that the differential casing of the back axle frequently hits the road—

Sand: blistering hot, which scorches passengers and tires alike—

All on a road which runs through a driedup river, elsewhere along smooth plateaus, in still other places up mountain sides so steep that one rises a foot for every three traveled—such are the obstacles to traveling in the great Gobi Desert.

For years, back through the centuries, this great glaring expanse of sand, almost devoid of vegetation and human life, has defiantly spread its waste area across the path of advancing civilisation, forming a barrier penetrable only with oxen and camels.

Few have been the adventurous spirits who dared make the thousand mile journey from Peking to Irkutsk, for the tales told of the perils of the trip were too thrilling to tempt any but the most foolhardy. Wandering nomads, with their warlike appearance and peculiar customs, great herds of antelope, often a thousand in a herd, traveling in long single columns, wolves whose harrowing howls broke the stillness of the night, and sudden changes in temperature from the greatest heat to the most frigid cold all added color to the thirty day journey—and prevented all but the most intrepid of travelers from making it.

But, recently, the Chinese Railway Commission decided to experiment with automobiles as a swifter means of crossing this great glittering blotch of aridity. The results of the first trails are seen in the skeletons of cars left stranded along the road, sometimes reminding one of mechanical companions of the bleached human bones which dot the trail.

Difficulties without end were encountered and constant experimentation was necessary before a car was found to successfully displace the picturesque camel. It was a long and discouraging task, but when the outlook was most forbiding, a car was found capable of performing the difficult task. Now, after ages, a camel of modern standards has been found and already it has been appropriately titled

"The New Ship Of The Desert"

American ire Is Favorite Abroad

Foreign Countries Being Invaded By American Product Which Universally Makes Good

American tires are keeping step in popularity in foreign lands with American automobiles. Last year the United States Tire company sent its product to forty countries scattered throughout the world. The removal of shipping restrictions is expected to result in adding 25 or 30 countries to the list during the current year.

A few days ago an Iceland automobile dealer paid a visit to the New York office of the United States Tire company and ordered full equipment for 50 cars. He said that this brand of tire was regarded as the "quality brand" in his country.

Turning to the southern hemisphere, it is noted that a recent issue of La Nacion, the leading newspaper of Santiago, Chili, carried a half page article telling of the wonderful performance of a Scripps Booth car in a test run of 1,939 kilometers over the mountain roads of that country.

At the conclusion of the run the driver remarked, "I must mention that during the entire run from Concepcion to Coquimbo—a distance of about 1,200 meters—we had only one puncture. The tires were United States royal cords and we think it our duty to speak of their quality."

While this approval for the popular American tire is being shown in the far South and distant North, unusual testimonials are given from the tropics, where long life is generally regarded as impossible because of high temperatures. One United States tire in Manila has already given 16,300 miles on a heavy garage car. Another went 10,200 miles without being taken off the wheel. A royal cord gave 14,100 miles under most severe conditions of road and weather. The largest transportation company in the Philippines states that 7,600 miles is the average with United States fabric tires.

N. Y. STATE HAS 500,000

Francis M. Hugo, Secretary of State of New York, has just announced that the registrations in the State have passed the half million mark and that before the end of the year there will be close to 525,000. Marked increase in the number of commercial cars registered is reported. Approximately 20 percent of the automobiles in New York State are owned by farmers. By horsepower classification 63 percent are less than 25 horsepower, 30 percent are from 25 to 35 horsepower and 7 percent are over 35 horsepower.

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You need Miller Multi-power tires on your car, because they are built to withstand the strenuous task imposed upon them by the weight, power and speed of the car and the wear and tear of rough and uneven roads.

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The car of the year—

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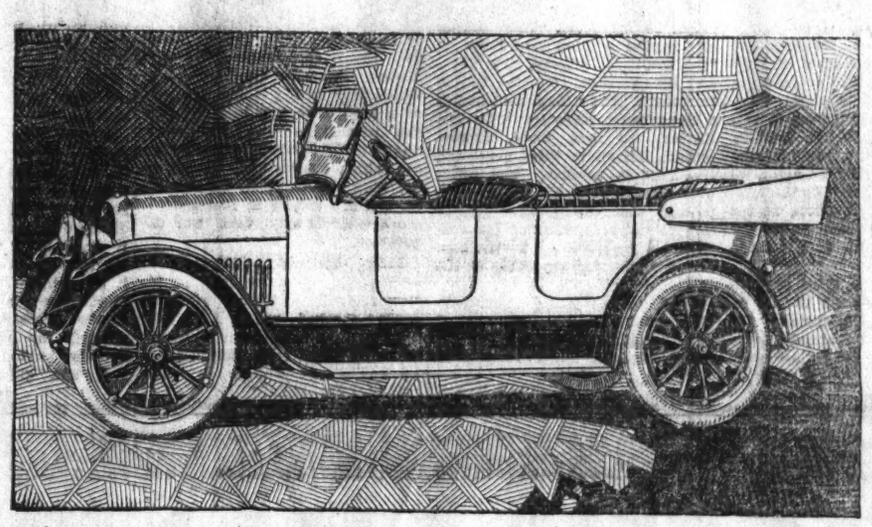
NEW MODEL LIGHT-FOUR

Studebaker



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A CAR of mechanical perfection. A newly perfected "HOT SPOT" Manifold gives the acme of economy in gasolene. Twenty miles to the gallon is the least record, in most cases, that the Studebaker has made.

You have power and speed when you want it. Standard equipment, electrically started and lighted, equipped with tyres that have given 10,000 miles per set in hard service.

See it, ride in it and you will understand why the new Studebaker is probably the most talked of Motor Car in Shanghai today.

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New York Has Fewest Cars Considering Its Population

But One Automobile To Each 43 Residents; Des Moines Has One For Each Six

What is the motoringest city? We give you three guesses. No, you're wrong. We said Los Angeles, too, and half the people to whom we put the question guessed Detroit. Nobody named correctly the motoringest city, which is Des Moines, Iowa.

On the basis of cars per unit of population, Des Moines leads the country by a considerable margin, having a car for each 6.93 of its residents, says Motor. Thus if Des Moines were involved in any great cataclysm that necessitated the removal of its population, it could do the job in perfect comfort in its own motor cars, averaging six passengers to the car, the sixth man holding a youngish Iowan on his knees to include the fraction in our numeral.

And now for another surprise. What city do you suppose brings up the other end of the line, takes the booby prize in other words? Well, none of your guesses was even luke warm. The unmotoringest city in the United States is its great metropolis, the City of New York. On the basis of cars and population, New York has one car to each 43.24 residents, which pins the booby prize firmly on our metropolitan chest.

The motor car registration figures for the cities of the country, indicate very clearly that car ownership differs very little in city or rural districts. The ratios of cars to units of population are just about the same in the cities as they are in the states wherein those cities lie. For instance, Des Moines has a car for each 6.93 inhabitants and the state of Iowa has a car for each seven of its citizens.

The position of runner-up in this motoring tournament is held by Omaha, which has a car for each 7.69 inhabitants and here again we find the city just about on the level with the country districts, as the state of Nebraska has a car for somewhat above each seven citizens.

Detroit slips into third position with a ratio of one car to 7.73 inhabitants and in this instance the city is some laps ahead of the rural districts, as the ratio for the state of Michigan as a whole is one to thirteen. The figures for Detroit include all of Wayne County, some of which does not lie within the city limits, so that the two would be closer together if we had absolutely accurate figures for the city.

The student of motoring affairs will find many interesting and significant comparisons and suggestions in the figures, which are presented in the accompanying table. An instance, as tending to show the effect of climatic conditions on motoring, is to be noted in the ratios for the Pacific Coast cities. The ratio for Los Angeles, which is the fourth city in point of motor car registration on the population basis, is one car to each 8.46 inhabitants. Oakland, Cal., follows with one to 8.58, Seattle with one to 9.60, San Francisco with one to 11.77, San Diego 12.80, Spokane, Wash., 12.56, and Portland, Ore, with 13.68. As a group these Pacific Coast cities far outrank any other group of places similarly situated with reference to each other. Surely this shows the effect of a practically all year around motoring climate. If we take into consideration simply the four California cities of Los Angeles, Oakland, San Diego and San Francisco, the comparison becomes still more impressive.

Another interesting condition disclosed by our figures is the fact that the West far outstrips the East in the relative density of its motor registrations. Among the first six cities there is only one east of the Mississippi and that is Detroit, as might be suspected. The leading city in the section we know as "the east" is Albany, New York, and its position on the list is thirteenth. The middle west makes a remarkable showing with Des Moines in first place, Omaha second, Detroit in third place and Cleveland in seventh. The south with Birmingham, Ala., in eleventh position and Richmond, Va., in fourteenth, has reason for considerable satisfaction. To the men who have devoted any study to the subject it will not be surprising to find the really big cities, with their greater actual numbers of cars, bringing up the rear of this table, based on motor vehicles in relation to population.

The Batting Order

City	Population	Number Motor Vehicles	Persons Per Car
Des Moines, Ia.	104,052	15,000	6.93
Omaha, Neb.	177,000	23,000	7.69
Detroit, Mich.	619,000	80,000	7.73
Los Angeles, Cal.	535,000	63,229	8.46
Oakland, Cal.	206,000	24,000	8.58
Seattle, Wash.	366,000	37,800	9.60
Cleveland, Ohio	700,000	64,000	10.93
San Francisco, Cal.	471,000	40,000	11.77
San Diego, Cal.	128,000	10,000	12.80
Denver, Colo.	268,000	22,000	12.18
Birmingham, Ala.	200,000	16,000	12.50
Providence, R. I.	250,000	20,000	12.50
Spokane, Wash.	157,000	12,500	12.56
Albany, N. Y.	106,000	8,200	12.92
Richmond, Va.	153,000	12,000	13.16
Kansas City, Mo.	305,000	22,850	13.34
Portland, Ore.	308,000	22,500	13.68
Indianapolis, Ind.	309,000	22,000	13.63
Milwaukee, Wis.	450,000	30,000	15.00
Syracuse, N. Y.	158,000	10,000	15.80
St. Louis, Mo.	768,000	48,500	15.83
Cincinnati, Ohio	414,000	25,000	16.56
Rochester, N. Y.	264,000	15,000	17.60
Newark, N. J.	418,000	21,500	19.44
Louisville, Ky.	250,000	12,500	20.00
Buffalo, N. Y.	500,000	25,000	20.00
Salt Lake City, Utah	121,000	6,000	20.00
Atlanta, Ga.	200,000	9,000	22.22
St. Paul, Minn.	250,000	11,000	22.72
Baltimore, Md.	600,000	21,000	28.57
New Orleans, La.	377,000	12,000	31.41
Boston, Mass.	800,000	23,255	34.40
Chicago, Ill.	2,500,000	68,100	36.71
Philadelphia, Pa.	1,735,000	46,782	37.08
New York, N. Y.	6,000,000	138,758	43.24

Dodge War Car Turns Racer

Those races at St. Nazaire and the entirely care free performance of a battle scarred Dodge Brothers light delivery truck are still talked of wherever there are doughboys who were coming through that port about the first of June on their way home. Four first places and two seconds against a mixed field, out of six events scheduled, is a good score for any car. Hence the pride of the 311th Supply Train and of the Motor Transport Officers at Nantes, France, in the little racer which they rebuilt in five days out of a truck that had been all over the battlefields and had come finally to the Nantes park. For the car which represented Nantes at the races on La Baule beach near St. Nazaire turned in just such a score, after exactly that war experience.

Fifty thousand soldiers, it is estimated, were waiting at St. Nazaire to have their service records checked up and the last animate traces of their overseas service removed from their persons. By way of celebration an automobile race was plainly indicated, as the doctors say. When permission was given some three weeks before the event there was a wild rush, to use the words of an officer who was present, to build racing cars in every Motor Transport shop in St. Nazaire, and every town within the limits of Base Section No. One, S. O. S., for which that well known port is headquarters. Some forty cars were finally entered, ranging in size from the ever present four whose name needs no mention, to sixes, eights and twelves.

Motor Service Park 767 at Nantes picked the best material it had available, a Dodge Brothers light delivery vehicle which, after hard service at the front, had been driven overland to the park, where it was being kept in general service. To make a racer out of it the fenders and body were removed, the wheel base shortened to 100 inches, the compression increased by planing down the cylinder heads slightly, reciprocating parts lightened, and a stock roadster gearset substituted for the commercial gear already in place. With these few changes the car was ready for its mile a minute performance in races from one to forty-nine miles on a beach that was only seven miles long.

In the first race, one mile against time in a field of ten starters, the little car finished second with a time of 53.4 seconds. It won the second race, twenty-one miles, free for all, with eighteen starters, showing 21 minutes 4 seconds for the distance and beating cars considerably larger and usually regarded as more powerful.

The second day's racing turned out a large crowd to cheer for the little white racer with its red "N" in a circle. The first race of the second day was at fourteen miles for light cars only. The Nantes entry won easily; time, 13 minutes 19.4 seconds. The next race was a forty-nine mile free for all with sixteen starters. Over this distance the rough surface of the course had a chance to make itself felt, and one of the entrants turned over, killing its mechanician and injuring its driver. The race was won by a composite car. The Nantes entry finished second; time, 46.01.

The third day of the race meet promised a double winning. The first event was a mile against time for light cars only, and this proved easy for Park "767's" entry, the time being fifty seconds flat. The final was a free-for-all with officers driving at forty-nine miles. The early races had been run with enlisted men at the wheel, and the "N" racer had been piloted by Sergeant Paul Harvey, with Sergeant William Mowry as mechanician. For the last event, Lieut. Noble Van Burkleo replaced the sergeants of the 311th Supply Train. There were twenty entries and on the fourth lap, somewhere between twenty-one and twenty-eight miles on the way home, the Dodge racer was a mile ahead of its field when the race had to be stopped on account of two serious accidents.

To properly judge the time it must be remembered that the beach at La Baule is only seven miles long and narrow. The cars had to slow down to something like fifteen miles an hour in making the turns for races longer than the distance. The course was rough too and spotted with ditches and bumps. On the last day and this is on authority of an officer who knows automobiles intimately, the car was in as good condition as on the first.

PIERCE ARROW LORRIES RUSH LEATHER TO SHIPS

Four Trucks Operated Between Philadelphia And New York Since Close Of War

Four five-ton Pierce-Arrow trucks since the close of the war have speeded the delivery to shipside of hundreds of tons of sole leather destined to shoe thousands of French and Belgian people. The trucks, operated by Frederick Phillips of Philadelphia, rushed the hides from that city to New York on short notice when no time could be lost.

Three times a week the fleet of four trucks, 17-foot chassis units with big enclosed freight bodies, would haul better than twenty tons of the precious hides over the 108 mile route.

"Phillips Specials," as the big champagne—colored trucks are called, are well known on the Philadelphia-New York road. Like clock work the trucks run on regular schedule—to New York one day, to Philadelphia the next.

Besides leather the trucks carry chemical, rubber, machinery parts and merchandise. Although Mr. Phillips charges 40 cents less than the regular railroad express rates for speedy service the trucks are operated so economically that he says the earnings of each wiped out the original cost in a year's time.

"We just keep them busy, that's all," says Mr. Phillips. "Take No. 1 truck, for instance. That trucks's engine has not stopped more than four hours a day since it was purchased in May, 1918. It never has missed its daily trip between New York and Philadelphia. The same is true of the other trucks purchased since then. They all keep plugging. The whole fleet did not cost $200 in repairs during the year."

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THE Maxwell 1 ton Truck combines every feature that gives the operator most ton-miles per gallon of petrol used.

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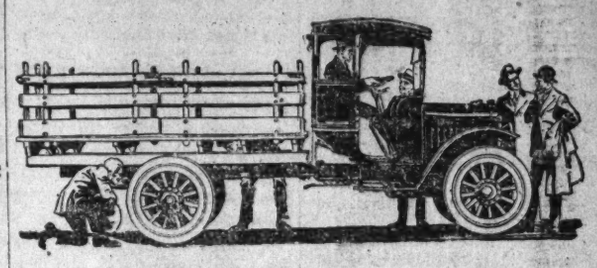
Its ignition and lubrication systems are as nearly perfect as science affords.

It has the same worm drive as is heralded in the most expensive Trucks.

A Maxwell 1 ton Motor Truck does more work at less cost than any other 1 ton Truck made. Magneto, Worm Drive, 10 foot loading space, Electric Lights and Generator. Right or Left-Hand Drive optional.



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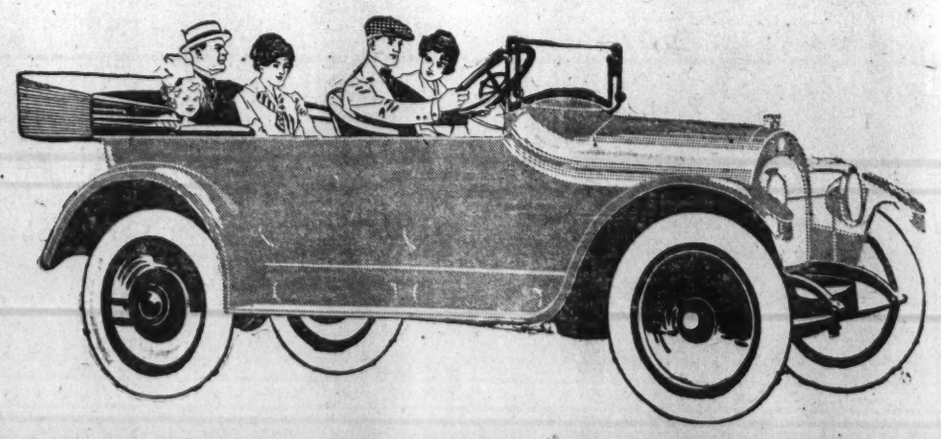

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Your *comfort* has been well taken care of in these cars—better than in most cars of much higher price. Judge this for yourself by riding in one. The seats are wide, seating five people—the backs are high and shaped to ensure comfort, and the driver has ample room.

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Better Trade Of Gasoline Demanded By Car Makers

Detroit Manufacturers Claim That Costly Engine Experiments Constitute Alternative

Detroit, August 16—Detroit automobile manufacturers are faced with the alternative of asking gasoline producers to fix a certain limitation on the quality of automobile fuel, which means a curtailment of production, and increase in price, or accept such grades of gasoline as are offered and continue the costly experiments in engine design necessary to meet the steadily decreasing quality of the fuel.

Representatives of the Detroit automobile manufacturing plants composing the Automotive Fuel Club gathered for a lengthy discussion of this problem this week. It is decided to ascertain how long the present grades of gasoline would be on the market and what changes are likely to be made in the next year or two before formulating any definite policy.

Figures submitted showed that in the last three years gasoline for motor fuel has decreased in gravity from 60.5 to 55 and the end point has increased from 300 to 455 degrees Fahrenheit. During the three years one factory alone had received seven different grades of gasoline. Reports from oil companies gave the impression that the low grade of the gasoline market is due to the fact that less of it is being obtained from crude oil and consequently more blending with kerosene is necessary.

Dealers Clamor for Cars

Visiting dealers and distributors from all over the United States are besieging Detroit automobile makers to fill out their allotments as rapidly as possible. Most of these are bringing in new orders also and it would seem that the volume of new business offered is in the ratio of about two orders to one available or near available car. It is said the Dodge plant is swamped with new business and that the production department is staying up nights devising ways and means to still the clamor of the buying public.

Maxwell-Chalmers interests are behind more than 35,000 cars on orders for this year and the Maxwell Company is 27,000 cars behind. The present production of Maxwell cars is 200 daily, and Chalmers 60, on a production schedule of 80,000 cars in all. The Maxwell Company plans to manufacture 100,000 cars during the year which began July 1. It is understood the Company had $10,000,000 coming from the Government.

Indicative of the demand for automobiles, which undeniably is the heaviest and most insistent in the history of the industry, it is said on reliable anthority that the Ford Motor Company had orders on its books August 1 for more than 100,000 cars. It is said also that the Company's production schedule for the fiscal year ending July 31 was greatly exceeded.

In addition to the avalanche of orders, from all parts of the United States, Detroit manufacturers are confronted with trying to solve the export problem. Their foreign representatives are becoming insistent and each day brings visiting buyers from across the water, cablegram orders and continental mail seeking quick deliveries. Most of the makers are sparring for time until their production once more attains its normal status.

Import Restrictions Lifted

Recently local manufacturers were advised that virtually all restrictions against the importations of automobiles, tires and parts had been lifted by France and that the commodities could be exported from the United States to that country freely. It is expected Great Britain as a result of France's action will remove restrictions in the near future.

W. A. Crowle, Ltd., of Adelaide, Australia, has just placed an order for 100 chassis and completed cars with the Barley Motor Car Company of Kalamazoo. It is the largest export order received by the company.

Production will begin at the new plant of the Cleveland Automobile Company, now being rushed to completion, within a few days. The company has orders booked for 32,000 cars to sell at $1,385.

The White Motor Company of Cleveland, makers of the White truck, is contemplating factory expansions which will greatly increase the output.

Three great factors in increased production of Oldsmobiles and Olds trucks will be ready for operation by Winter. These units, started in the Spring, mean when completed an expenditure of $2,900,000, of which $1,300,000 is the cost of the buildings and $1,600,000 represents equipment.

Plans for further additions are being worked out by the General Motors for the Olds plant. The original Olds factory is completely overshadowed and surrounded by the new structures. The daily production of the Oldsmobile organisation has reached 200 vehicles, including both passenger cars and Economy trucks.

N. Y. Health Bureau Is Now On Wheels

State Department To Fight Disease With Completely Equipped 'Healthmobile'

In order to assist in its determination to carry on a relentless warfare against disease in every corner of the State, the New York State Department of Health has established a new agent, the Healthmobile, for the dissemination of all forms of public Health information.

The Healthmobile, a motor truck completely equipped with a motion picture machine and other features of public health work, will appear this week in various communities at the beginning of its important mission of making New York State the healthiest in the country.

The Healthmobile will go to the front and back door of every community. It will tell the farmer away from the railroad station and from immediate means of communication, the method to be employed in combating and facing serious health problems. It brings a message from the scientifically-trained to the medically ignorant.

"Health-on-Wheels" is to be the slogan of the public health education division of the State Health Department in the utilisation of its new motor truck to put New York State on a 100 percent public health efficiency. Completely equipped with electric generator, storage battery moving picture machine and a screen for outdoor use, the motor truck made its first appearance at county fairs far before starting on a statewide tour for a presentation of its scope in combating health nuisances and meeting problems of a general nature.

The agency for 100 percent health consists of a three-quarters ton motor truck chassis on which has been built a body designed with the general dimensions of a motor ambulance. The truck is equipped with a generator independent of the auto engine for producing the necessary electric current, a storage battery, a moving picture machine, and a sectional screen which can be attached to the roof of the truck.

PRICES IN DETROIT

Just a line on the high cost of living in Detroit. Reported that a man employed by one of the manufacturers of automotive material—and the story is a fact—who held a position which, with two days instruction could be filled with ease by common labor, left his position paying him G.$85 a week, because he could not live on the salary. A Philadelphia woman visiting Detroit went shopping and carried out a carefully planned tour of inspection of the shops and said at the close that merchants in Detroit were charging at least 30 percent more than in Philadelphia for the same goods.

SMALL PUNCTURES

Sometimes an inner tube receives a puncture big enough to allow the tire to become reflexed after a brief interval but not visible to the naked eye. When this happens in the garage the bucket of water tells the tale at once, but on the road about the only way of locating the leak is to inflate the tube and hold successive portions of it close down to the dust along the surface of the road. When the puncture is brought into this position the outpuff of air will ruffle the dust and indicate the position of the leak.

CHINA HAS BUT FEW

In the United States there is one automobile to every eighteen persons. In Canada there is one for every twenty-five; in Australia, one for every one hundred; in England, one for every two hundred and sixty-eight; in France, one in four hundred and two; in Italy, one in one thousand and two; Mexico, one in two thousand three hundred and eight-five, and in China, one in 267,207.

Motor Truck Tips

Cord Truck Tires.—In the application of cord truck tires the tire should be allowed to drop down evenly until the valve stem is reached, when the valve stem is pressed down sideways and toward the end of the flap. The stem is held in this position, taking care that when the tire slips down the rest of the way the valve stem does not catch in the locking groove. During this operation a valve cap should be put on the stem to protect the threads. The later types of rims are made with valve stem slot to facilitate application of the tire.

Overloading the Tractor.—In tractor operation one of the most fatal errors that can be made is overloading. This not only shortens the life of the engine, but strains the entire mechanism. This question of overloading is general in the automotive field and is perhaps the most adverse factor in connection with the operation of the internal combustion engine.

The Ton Mile Factor.—The best unit for determining motor truck comparative values is the ton mile. This means simply the carrying of one ton one mile. Thus, if you carry one ton five miles you get five ton miles. If you carry five tons one mile you get five ton miles. The ton mile unit in conjunction with costs, which the operator controls, gives the best basis for reaching conclusions in regard to the truck system.

Irregular Knock. — Irregular knocking in an engine may come from loose electrical connections in the primary circuit, a commutator pole that grounds occasionally when in a certain position, a loose fly-wheel or premature ignition.

Clean Tires.—Drivers or the men in charge of this class of work, should be compelled to give the tires a daily cleansing. Mud should be scraped off and the tire should be washed with a little water, a sponge not too wet being used. Not only is this good for the tires but it enables easy detection of small cuts and abrasions, which should be repaired at once before they have a chance to become larger.

CORD TIRES POPULAR

A service which emphasises the economy and easy riding qualities of large pneumatic cord tires is that operated by The Goodyear Tire & Rubber Company, between its factories and Goodyear Heights, a community developed for Goodyear employees, a mile from the factories. In a single month the four busses operated carry 125,000 passengers, at a fare of 3½ cents per passenger. The service has proved so satisfactory to both the Goodyear and its employees that two additional busses are being provided. Company officials take great pride in showing visitors over the line to demonstrate the comfort derived from the superior cushioning of the big tires.

The TRIUMPH MOTOR CYCLE has more than justified its name. Foremost among the machines used by the Allied Armies in their great achievements stood the TRIUMPH. The JUNIOR TRIUMPH embodies the knowledge gained during the last four years. It is a flexible, easily handled machine, capable of 35 m.p.h., a great climber and most comfortable to ride.

Write for Lists to: Triumph Motor Cycle Co., Coventry, England.

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MOTOR CYCLES

KING "8"
UTILITY, LUXURY AND ECONOMY

The world-wide popularity of this pioneer eight cylinder car is based on its reliable service under every condition of road and climate. Its famous motor practically eliminates gear shifting, banishes vibration and develops great power at small fuel expense.

Three beautiful body models satisfy the most exacting taste.

7-passenger Touring Car
7-passenger Sedan (closed car)
4-passenger Foursome (sporting model)
2-passenger Road-King (speed model)

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KING MOTOR CAR CO.
Export Department
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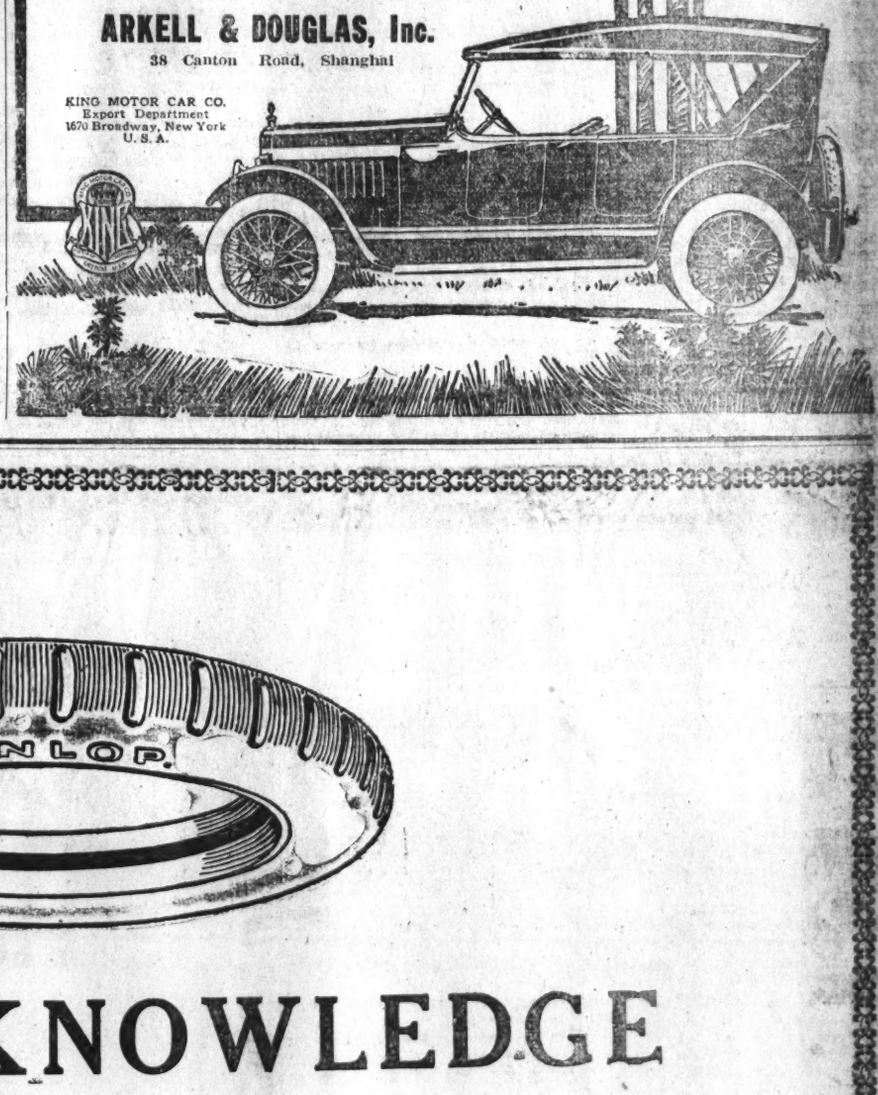

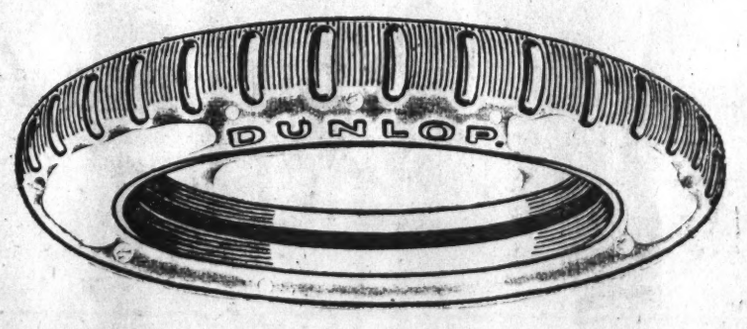

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The manufacturing knowledge at the back of the Dunlop Tyre is born of first-hand experience.

The facilities for securing the finest materials, the faculty of blending them, and the skill in building, are Dunlop secrets, the full strength of which is appreciated by users in better service and greater mileage.

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Demand For Automobiles Ahead Of Supply

Strikes In Many Big Contributing Factories Have Restricted Production—Tendency To Higher Prices In All Makes Of Passenger Cars—Estimated That It Will Be Fully Two Years Before Supply Meets Demand

In the automobile industry, as in many other large business interests, conditions are by no means normal. Two factors contribute to this situation, and are clear even to those who look but little below the surface. One is the great scarcity of cars since early in Spring, while the second, which, perhaps, gives a sharper index of trade conditions, is the tendency toward higher prices for all makes of passenger cars and, to some extent, for trucks. In this connection it is of interest to note that, early in the year, when the factories expected to get back to peace-time production within a moderately short time, intimations were thrown out that within the next six months lower prices might be announced.

To offset the curtailment of prospective buying which might result from this expectation, many of the large companies guaranteed that in case, of a cut in prices by July 1, those bought at the higher figure during the preceding six months would receive a rebate equivalent to the amount of the reduction. Instead, however, of a rebate on July 1 buyers were suddenly notified that cars were going to cost more for the balance of the year, and one of the first advances made by the makers of a high-priced popular car was $1,250 on all models. Since that time fully half of the standard makers have anounced new and higher prices, ranging, generally, from $100 to $500. It is practically certain that all makes of cars are going to be higher, and these advanced prices will doubtless remain through 1920. A few models of the open type of medium-priced cars have not gone up, but all closed cars will cost more, of whatever make, due to the labor difficulties in the plants of the large body builders and the difficulty of getting proper material.

If the orders in the hands of manufacturers and dealers could be used as a criterion by which to judge of business conditions, then the motor car industry at this time would be making new records for sales. The demand for cars from all parts of the country was never so great in any former year. Buyers have literally besieged the salesrooms with money in their hands begging for cars. But cars were not to be had, and many agencies of popular cars in this city cannot promise deliveries to those placing orders now before November or December. Estimates made by the National Automobile Chamber of Commerce indicate that the factories are practically behind in orders to the extent of 1,000,000 cars, and it is figured that it will take at least two years to catch up with the demand. With this prospect and the assurance that wages are going to remain high, making the cost of materials high, no lowering in prices can reasonably be expected for some time to come.

Effect Of Strikes

Many of the big factories contributing to the automobile industry have been tied up for several weeks by strikes. One of the largest axle-making firms in the country, which supplies axles to the makers of many high-grade cars, has been shut down for nearly two months. There have been strikes in the plants that supply bodies for both the medium and high-priced closed cars, and various other factories making necessary parts for the complete automobile have suffered from this condition of labor unrest. The lack of one or two important parts, therefore, was sufficient to restrict automobile production to a very marked degree.

The effect of these troubles is revealed in the trade statement that in the month of April the daily production of practically all the American factories was 7,084 cars. In May it fell off to 6,668 cars, and in June the daily output was estimated at 6,647. One of the large Detroit factories which was tied up by strikes for more than two months made no cars in June, while in April its production averaged 550 per day. Conditions have improved somewhat during the past month and many factories are speeding up production, but it is still far behind the schedule mapped out early in the year.

Considering the labor situation, wage increases, and the general high cost of living, it may appear strange that motor vehicles do not command even higher prices, especially when one considers that there are a dozen or more persons anxious to buy a car to the one who can get it. A factory manager, discussing the situation, said recently:

"The purchasing power of the dollar has decreased in all lines faster than in the motor car. The dollar of today will buy more automobile, proportionately, than shoes, sugar, clothes, or any other necessity. Compared to luxuries—which the automobile has demonstrated to the world that it is not—the prices for automobiles have remained at rock bottom, and the present advance is not a case of profiteering, but a legitimate added production cost."

Notwithstanding the trouble-some conditions which have restricted the production of motor cars practically as much as did the Government restrictions during the last year of the war, the future prospects of the industry were never so bright. The prices of labor and commodities eventually will become stabilised, and, judging from the enormous demand that set in early this year, those in a position to know believe that, beginning in 1920, new records for production and selling in the home market will be made annually for at least three years, and possible five years. This optimistic view does not take into consideration the field for motor trucks. While that branch of the industry has not developed this season as rapidly as had been expected, its curtailment is chiefly due to the reasons already stated and also to the tendency to wait until business conditions become better before establishing motor transport lines.

Motor Truck Outlook

A large number of motor passenger and commercial lines have been established since the signing of the armistice, especially in the West, but they are only a beginning of what is believed to be a new era in transportation. With the widespread demand for stronger and better roads, shown by the large bond issues for new road construction which have been voted by more than twenty States within the last six months, motor transportation is assured of a rapid growth in all parts of the country.

In addition to the increased motor vehicle demand at home, the demand for American cars in foreign lands has never been so great before. Despite the curtailed production, American manufacturers are thoroughly alive to the future possibilities of the export market. Representatives from many of the large companies have been in the foreign field establishing trade connections. More cars would have been sent abroad, especially to England, France, and Italy, were it not for the practically prohibitive restrictions which have been placed upon automobile imports in those countries. England is now allowing the importation of American cars on the basis of 50 percent of the 1913 imports, in proportionate monthly quantities. The new trade policy of the British Government establishing a more open market than has recently prevailed went into effect on Sept. 1. While the tariff remains in force, facilities for automobile exportation will be easier, but owing to the scarcity of American cars and the low exchange value of the pound sterling it seems doubtful if the exportation of cars show any material increase during the balance of the year. The present regulations, being based on the 1913 imports, prohibit those companies which had established no export business at that time from sending any automobiles to England. The duty, even for this restricted importation into the United Kingdom, is 331/3 percent. France is protecting her home industry to the extent of levying a 70 percent duty on American passenger cars. In spite of this, 108 American passenger cars were shipped to France last June and 442 trucks. The duty on trucks is only 10 percent., due to their greater necessity than passenger cars, and the exports of trucks to France in June were greater than to any other country. They were valued at more than $1,500,000. Canada took the next largest number, 217 trucks.

The Export Trade

For the fiscal year ended June 30, 1919, America's total exports of automobiles and parts represented a value of $116,266,550, as against $110,138,777 for the fiscal year 1918, or a gain of $6,127,719. These 1919 exports included 41,291 passenger cars and 12,905 trucks, the 1918 figures being 52,312 passenger cars and 12,200 trucks, a loss for last year over 1918 of 11,021 passenger cars and a gain of 705 trucks, but the financial value of the lesser number of passenger cars was nearly equal to that of 1918, being only $521,000 less. Of the European countries, France, Denmark, and Norway provided the greatest gains. France took 866 passenger cars, 303 less than in 1918, but in value they exceeded those exported the previous year by $110,000. The greatest gain was in trucks, 4,286 going to France, as against 2,754 for 1918, and showing a gain in value of $7,654,854. This gain alone was more than enough to account for the entire gain for all exports for the fiscal year 1919, indicating that our increased exports were due to abnormal conditions in a single country. No trucks have been exported to Denmark or Norway, but the former country took during the year just closed 1,069 passenger cars, as against two for 1918, while 761 automobiles were exported to Norway, as against ninety-seven in the preceding year. These countries were practically cut off from shipments during the war. Our export decreases to England represent more than $12,000,000 for the year, passenger-car exports declining from 892 in 1918 to 837 in 1919, while motor trucks fell from 5,202 in 1918 to 884. The export figures to South American countries were not as satisfactory as had been looked for, as Argnetina and Chile, hitherto the largest customers, took fewer American cars, being 1,891 less in Argentina than in 1918 and 2,342 less in Chile.

The month of June showed substantial increases over the month of May, the exports of passenger cars being 284 to Uruguay, 181 to Spain, 446 to Great Britain, 217 to Mexico, 236 to the Dutch East Indies, 365 to British South Africa, 373 to the Philippine Islands, 429 to Australia, 224 to New Zealand, 332 to France, 187 to Denmark, 332 to Norway, and 1,320 to Canada.

Columbia Dry Batteries

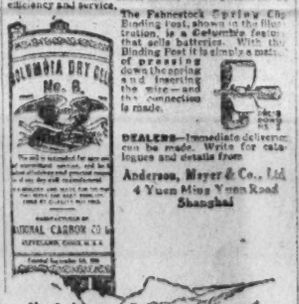
Strength and Reliability

are of paramount importance in batteries for both of these features are to be found in the Columbia. For all round service they are positively unequaled.

If you need dependable current to run your motor car, give the Columbia a trial. You will never regret it, and we are sure you will become a Columbia enthusiast. They are suitable for either heavy or light work.

If you are looking for current to ring bells; operate telephones and signals; light lanterns; ignite tractor or motor boats, use Columbia Batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.



The Fahnestock Spring Clip Binding Post, shown in the illustration, is a Columbia feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

DEALERS—Immediate deliveries can be made. Write for catalogues and details from

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NEW YORK AUTO SHOW WILL OPEN JANUARY 3

Passenger Cars Exhibition At Grand Central Palace; Commercial Show, Too

Applications for space for New York's annual national automobile show during the week of Jan. 3-10 closed on Sept. 27 at the offices of the National automobile Chamber of Commerce, 7 East Forty-second Street. The drawing for positions was made on Oct. 2. The manufacturers who are members of the chamber always have first choice in the drawing.

From reports already received by the management it is believed that the 1920 show in its old accustomed place in the Grand Central Palace will be one of the largest and most successful ever seen in New York.

A truck and commercial car show will be held during the same week as the passenger car exhibition. The trucks will be displayed in the 8th Coast Artillery Armory in the Bronx, close to the big reservoir in a part of the old Jerome Park. It is far from the Forty-second Street center, but the management states that the armory is really easier to reach than other buildings in the lower part of the city, as subway trains from Grand Central make the trip in half an hour.

The great size of the building makes it possible to accommodate practically any number of large commercial motor vehicles.

Extra Duty On Tires For France

New duties recently imposed by the French Government upon imports of tires are equivalent to an increase of 30 percent in the former rates of duty. The present duties on imports from the United States are 195 francs per 100 kilos, or $17.07 per 100 pounds, for pneumatic tires, and 130 francs per 100 kilos, or $11.38 per 100 pounds, for solid tires.

Quality Will Rule In Manufacturing

Harry Houpt Quotes Government Authority On This Very Important Point

"Quality rather than cheapness will be the guiding star of automobile manufacturers in the future," says Harry S. Houpt, president of the Hudson Motor Car Company of New York.

"According to Government authorities the development of the industry is expected to be distinctly in the direction of higher quality rather than lower prices.

"In this the makers are simply following in the steps of the Hudson Motor Car Company, whose motto has always been 'quality first.' A Government authority in discussing this question said: "With a market never before equalled the sales and engineering departments will insist on the factory turning out the best car it is possible to design with respect to performance and longevity. Prices will be fixed to meet competition. The rising price of cars today is largely due to this tendency. Many concerns are bringing out higher class cars than they ever marketed before.

"Assembled cars are automatically forced into the high priced class because parts-makers will build only high quality units. This is clear when it is considered that it is utterly impossible to sell a car at G.$1,000 or less unless it is produced in very large numbers. Quality production must be backed up by a fundamental control of the sources of material supply. In fact the tendency in the largest plants is to get further and further back to the core in securing materials. Thus the product of the parts-makers in the future will be found in the car selling at C. $1,800 and upward.

"This does not necessarily signify that in lower priced cars quality will be sacrificed. The difference in price will be made up in riding comfort, as provided by increased space, more luxurious upholstering and fittings, greater speed in range and accessibility and possibly in greater economy. It is very possible to build a high priced car with the finest materials designed on an economy basis. This would be an exception, however, as the difference in value would probably be put into the first mentioned qualities.

"From these considerations it is apparent that there are two real markets—one in which low price is the dominant thought of the purchaser, and the other that in which the greatest comfort or luxury is desired. The thought of luxury need not and should not be distasteful to us any longer now that we have peace. Civilisation consists largely in making necessities of luxuries. America is a leader in this movement."

Connecticut Adopts Drastic Theft Law

The State of Connecticut has recently amended that portion of its motor vehicles law pertaining to the theft of automobiles, according to report, which amendment gives the courts a weapon which, if effectively used, should cut the theft of cars to a minimum. The penalty provided is a term in state's prison of not more than ten years.

PRINCE OF WALES BUYS CAR

The Prince of Wales purchased the first "Victory" Arrol-Johnston car delivered from the factory. The "Victory" is of the new and light type made possible by a judicious mingling of automobile and aircraft practice, and it is claimed that it offers a marked decrease in ordinary running costs.

KAPSDRY FOR MOTOR HOODS

(TRADE MARK) AND

RHINOHYD COMMERCIAL HOODS AND AGRICULTURAL SHEETS

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The All British **Standard** LIGHT CAR

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Send your enquiry for early delivery to:—

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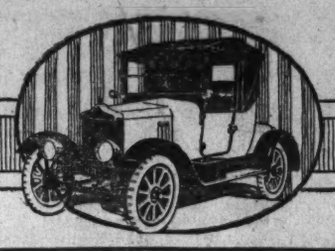

Lower Operating Cost for Lorries

1 ton $1900
1½ ton $2350
2 ton $2600
3½ ton $3350
5 ton $4400
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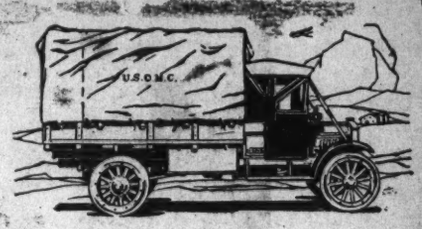

The most serious question confronting the lorry owner today is the rising cost of maintenance. Only a lorry with the mechanical excellence of the Federal Motor Lorry can operate month after month without heavy expense for repairs.

The durability, efficiency and low operating cost of the Federal give it a notable standing among lorry owners who have studied the problems of economical hauling.

If you need a rapid, inexpensive and dependable trucking service you should look into the advantages of the Federal Motor Lorry.

Immediate Deliveries

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FEDERAL

You may be a careful driver BUT How about the other fellow?

No matter how careful—how expert a motorist you may be, you need insurance which fully protects you against unavoidable accidents.

In a collision, "the other fellow" may be clearly at fault. Again, many wrecks occur in which no blame can fairly be attached to anyone.

Be sure that your automobile insurance protects you from any possible loss, otherwise you run the chance of losing part of your possessions in a suit for damages.

The Insurance Company will relieve you of the responsibility for the cost of the small annual premium.

X. S. POLICIES

relieve you of Personal Loss, Liability and Third Party Claims at Small Cost.
Write for a prospectus.

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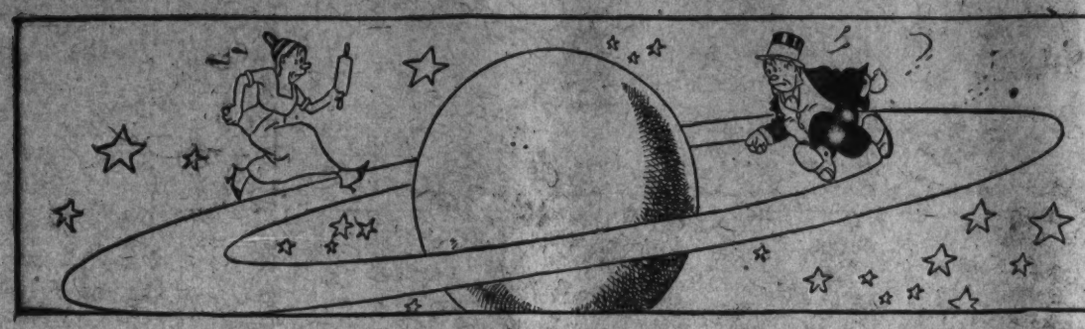
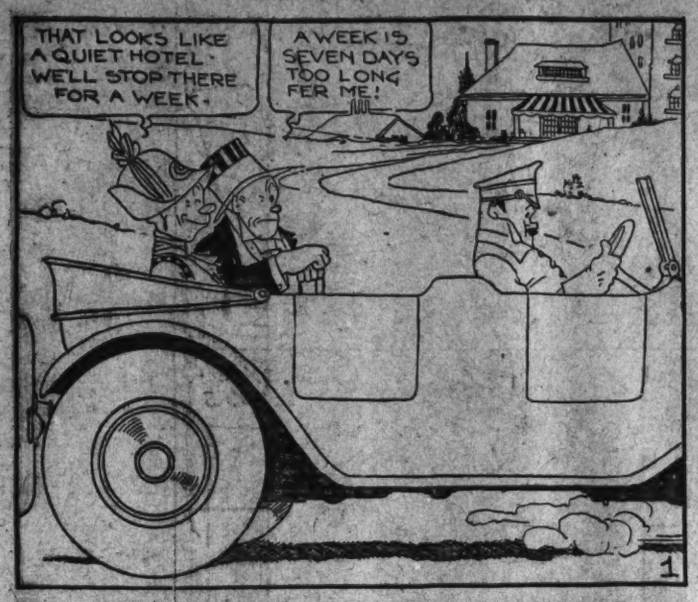
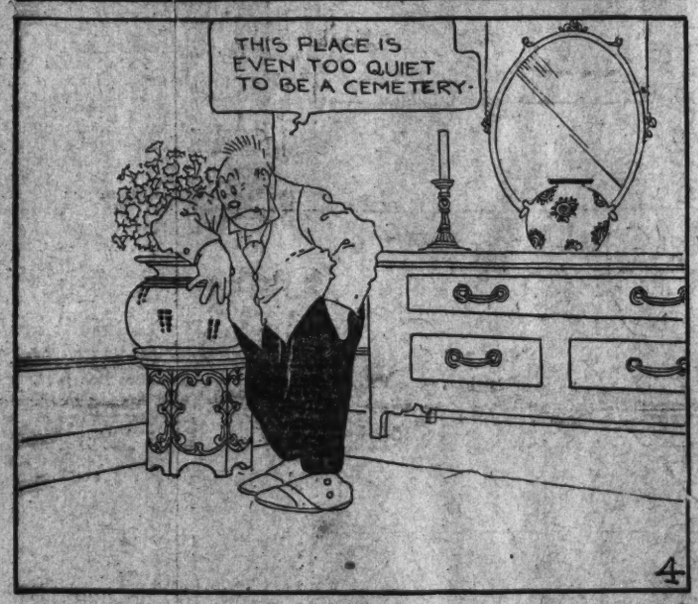
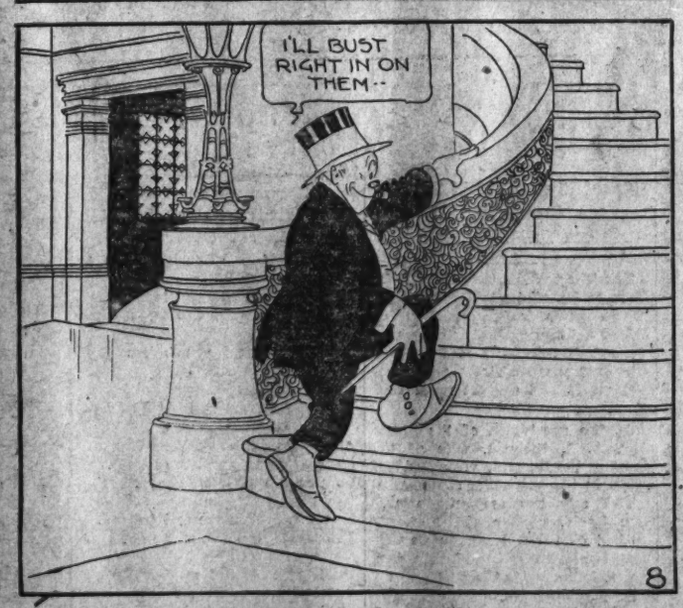


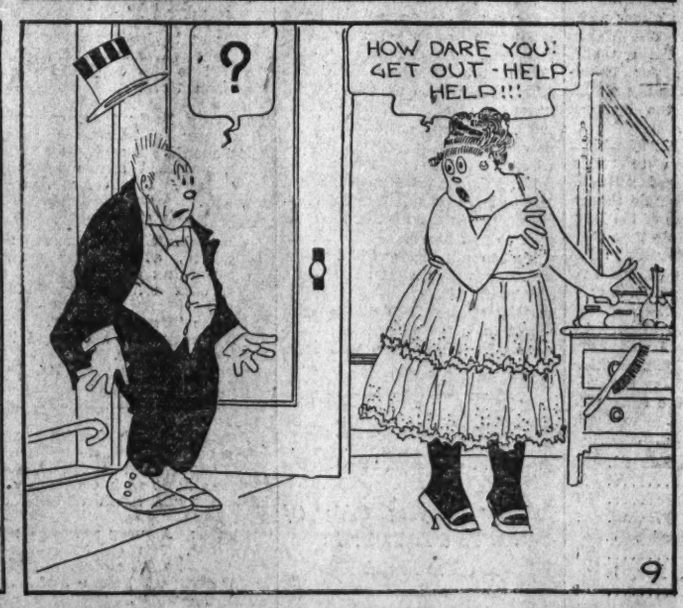
Sporting and Comic Picture Section
Sunday, October 19th, 1919

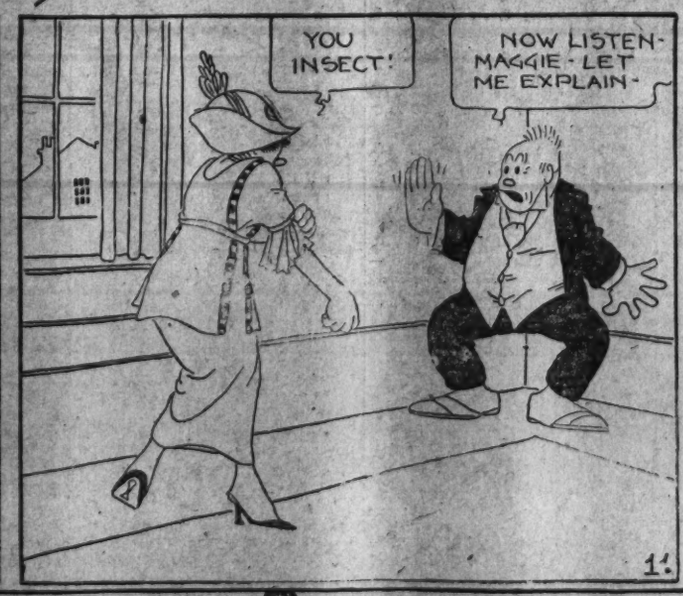
Bringing Up Father











SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, OCTOBER 19, 1919

CRICKET CLUB LEADING REST

S.C.C. Eleven Scores 147 For One Wicket; Opponents All Out With 77

CLIFFORD COLLECTS 95

O'Hara And Deeks Also Star; Interport Matches Planned At Hongkong Are Off

Great bowling by Dr. O'Hara, well known as a star in Melbourne where he played for the University, and good innings by Clifford and Deeks were the features of the Shanghai Cricket Club's taking the lead yesterday afternoon in the first innings of the two-day match against the Rest of Shanghai. The Cricket Club scored 147 with the "Rest" chalking up 77.

The S.C.C. on paper was by far the stronger aggregation but it was not expected that Doc. O'Hara, who has returned after three years of war, having been with the Australians in Gallipoli then later on the Western Front, would play such havoc as he did.

The Rest were in first and from the first ball of the match when Knight nicely tipped Leslie a catch things began to look dark for them.

Pearson took Leslie's place and from a single hit, which should have been held managed, with the over throw, to collect five. O'Hara was responsible for the dismissal of Pearson. From this stage on O'Hara, with the exception of Ellis, seemed to have things all his own way.

Cooper was unfortunately out l.b.w. for one, Barnes was not in it, Fox and Sale knocked up 12 between them but Bell and Noakes suffered the same fate as Barnes. The tail wagged though very effectively and Coco Ollerdessen and Toeg were responsible for 36 runs before O'Hara was again responsible for the dissolution of the partnership. Fielding was good all round and the bowling of O'Hara with eight wickets for 23 runs was the stuff.

Deeks And Clifford

Anderson and Deeks took up the willows on behalf of the S.C.C. but the former suffered the same fate as Knight due to Ellis off Sale. Clifford and Deeks started after the dismissal of Anderson and when stumps were drawn Clifford had netted 95 and Deeks 52. Deeks seemed to be hitting out better than Clifford when, he either picked up "bad luck" or else Willie Clifford did him in the eye and bagged the bowling, for Deeks stopped scoring as rapidly as he had been doing in the opening moiety of his innings.

Clifford in getting his 95 which, will probably be run to treble figures tomorrow, played splendid cricket, not giving a single chance and making the fielders of the Rest have more running to do than they wished for. All bowlers tried suffered at the hands of the two batsmen, Sale being so far the only one to capture a wicket.

The game will be continued today play starting at 10 a.m. tiffin to be served in the S.C.C. pavilion as it was yesterday.

The following are the results of yesterday's play.

Rest 1st Innings

C. Knight, c. Leslie, b. Hansell.	0
J. J. Ellis, b. O'Hara	24
J. M. Pearson, b. O'Hara.....	5
H. J. Cooper, l.b.w., b. O'Hara..	1
E. G. Barnes, c. Deeks, b. O'Hara	0
L. G. G. Taylor, c. Fox, b. O'Hara	9
G. Sale, b. Hansell	3
R. D. Bell, b. O'Hara.....	0
G. Noakes, c. Deeks, b. O'Hara.	0
C. E. Ollerdessen, b. O'Hara...	14
E. Toeg, not out	21
Total.....	77

Bowling Analysis

	O	M	R	W
W. Hansell	14	5	45	2
Dr. O'Hara	16.4	8	23	8
W. Clifford	3	1	9	0

"S. C. C." 1st Innings

W. E. Anderson, c. Ellis, b. Sale	0
S. J. Deeks, not out.....	52
W. C. G. Clifford, not out.....	95
E. S. Fox, W. N. Hansell, W. H. Leslie, R. J. Tippin, K. W. Tube, D. Yates, Dr. O'Hara, N. G. Brandon, to bat.	
Total.....	147

Bowling Analysis

	O	M	R	W
G. Sale.....	7	–	39	1
C. Ollerdessen ...	11	3	40	–
J. Pearson	5	–	22	–
C. Knight	4	–	20	–
J. Ellis	6	1	26	–

No Games At Hongkong

The decision of Shanghai cricketers not to send a team to Hongkong has put a crimp in the interport matches scheduled there as the Singapore Cricket Club had previously wired Mr. P. M. Hodgson, hon. secretary of the Hongkong Cricket Club, that a team would not come from the Straits city. The Interport matches were to have been played towards the end of next month.

Cricket Club Has Smoker

The Shanghai Cricket Club last night wound up the cricket season with an impromptu smoker which all present voted as of the best. Mr. Wells' rendering of "Flanders Field" was enthusiastically encored and in response he gave "The Answer." Mr. George, accompanied by "Out with Mother" which called for prolonged applause. Dearn and Jimmy were there and the talented ventriloquist pleased his audience so much that he had to sing a song.

Pathe Cinema gave many interesting pictures. Yates gave the gathering the story of his life and he's had some time of it. Yates' encore was "Three Blind Mice." Mr. S. J. Deeks made a very able M. C.

At The Theaters

The Apollo Theater announces a special program, with a Pathe picture showing the championship fight between Georges Carpentier and Dick Smith, beginning tomorrow night. Lonesome Luke in "The Jazzed Honeymoon" will also be shown, as will Pathe's British and American Gazettes. Fannie Ward, one of the screen's most versatile actresses, will be seen tonight in the "Cry of the Weak" at the Apollo. Lonesome Luke in "Crack Your Heels" will be the comedy. "Carolyn of the Corners" with Bessie Love in the name part, will be the attraction at today's matinee.

The main feature at the Olympic Theater tonight will be Vivian Martin and Sessue Hayakawa in "Forbidden Paths," a story of love and great sacrifice.

The Victoria Theater announces a Marie Doro picture, "The Heart's Desire," for tonight and tomorrow night. Marie Doro is a very beautiful and accomplished actress, and this picture enables her to display her histrionic ability to the best advantage.

The Isis Theater announced the following program; "The Third Generation" and the twelth and thirteenth episodes of "Beatrice Fairfax" for today's matinee. "The Third Generation" and Triangle and Chaplin Comedies will be shown tonight. Douglas Fairbanks in "The Lamb" will be the attraction tomorrow night and there will be three reels of Charlie Chaplin comedies.

The Towa Cinema theater will show the fourth and fifth episodes of the "Moon Child," beginning tomorrow. Jam and Jealousy a one reel comedy, and "Universal Current Events" will be added attractions.

"Infidelity" and the eleventh and twelth episodes of "The Tiger's Trail" will be shown at the New Helen Theater at today's matinee, and tonight's performance will consist of the third and fourth episodes of "The Bull's Eye" and of "Infidelity." The thirteenth and fourteenth episodes of "The Tiger's Trail" and Triangle and Chaplin comedies will be the attraction for Monday evening.

Harriers Trial Run

With many new men out for the trial run, the Harriers Club yesterday sent two squads for a seven-mile cross country run. The men started from the Club House at 3 Kiangwan Road and followed a course that took them around the Kiangwan Race course and back to the Club House. The slow pack was given, seven minutes start over the others.

Mr. V. Lawrie-Smith finished first in the fast squad and Mr. M. Seredkin was the first of the slow pack to get home.

Next month there will be a race for novices over a six mile course and in the Sikh games this fall a number of members of the Club expect to take part, among them some of the new men who have joined the Club.

Cesarewitch Stakes Won By Ivanhoe

Outsider Carrying Odds Of 100 To 6 Is Victor In Close Finish

(Reuter's Service)

London, October 15.—The result of the Cesarewitch Stakes run today was as follows:

1. Ivanhoe.
2. Golden Melody.
3. Bridgend.

Won by a neck and half. Nineteen ran.

Betting: 100 to 6 Ivanhoe; 4 to 1 Golden Melody; 20 to 1 Bridgend.

TRAINING IS ENDED FOR FALL REGATTA

Oarsmen Ready For Races Next Saturday; Boats To Henli Wednesday

Training for the Autumn Regatta has now been all but completed, and the boats will be going up to the course next Wednesday. All arrangements have been perfected by the committee of the Rowing Club and a most successful outing is anticipated, if only the weather prove favorable.

It may not be out of place to give a brief criticism of the shaping of the various crews.

Hong Fours

Ewo. Bow: Works hard but wants to get a cleaner finish and not rush up the slide.

2: Inclined to rush the last part of reach out, but is able to set very good, lively stroke. Should turn blade off feather sooner and hold it in position so that it leaves the water square: to do this elbows must be drawn well past sides whilst sitting well up at finish.

3: A very useful oar but wants to sit up more with straighter back. Inclined to cock his feather.

Stroke: Rows a strong stroke and swings well. If anything, has a tendency not to get down and forward enough on the reach out. Should row elbows well past sides, and sit up well at finish.

This boat won the trophy last year and has nearly the same crew: so should be able to give a good account of itself on Saturday.

Andersen, Meyer and Co.

Bow: Has correct style and strong finish.

2: Has shown a very sporting spirit. Must be careful not to rush his slide, and check the boat.

3: Has a long, regular stroke. At times inclined to swing out a trifle.

Stroke: Inclined to rush slide forward. Rows a good, lively stroke, but could keep it longer by getting down to it more.

A-Si-A

Bow: A griffin, but very willing and should do well with more experience. A little short and frequently late with a quick stroke. Must pull well into chest at finish.

2: Inclined to swing to stroke side coming forward. Must keep button pressed up at finish and not rush slide forward. Bows with a very good, straight back.

3: Very willing and works hard, but must turn blade over at the catch so as not to go too deep. Must also pull higher into chest at finish and hold slide longer at beginning.

Stroke: Works hard, but is inclined to row deep and not sit up when tired.

Taikoo

A very lively four, composed of young and keen oarsmen. They should get away well at the start, provided stroke keeps it long and the crew row it through.

International Trial Fours

Great Britain. Bow: rows a neat, and, at the same time, a good working stroke. Might do better with a little longer reach out.

2: See "Ewo" (stroke).

3: A very neat blade and has had good training.

Stroke: See "Ewo" (No. 2).

Switzerland. Bow: a neat oar with a lot of experience of Shanghai rowing.

2 and 3: both brothers row fairly correctly but do not finish high enough on chest, a very common fault with oarsmen who have not had much training on fixed seats.

Stroke: A very powerful and keen oar. His chief fault appears to be a slight drop of hands and body just before his blade takes the water.

Now that Meyer is sick, this boat many have to scratch.

America. Bow: has correct style and strong finish.

2: gets in lots of hard work, but a little late at times, possibly due to cocking the feather.

3: Rows a good, regular, long stroke.

Stroke: an old oar with a lot of life and "pep" left in him: rows a strong stroke.

Engineer Co., S.V.C. Bow and 2 are the same men as sit for Switzerland, (Nos. 2 and 3), but as one of the Meyer brothers is sick, H. P. Jones will probably row for the Engineers.

Brooks, No. 3, pulls and swings well, but is a little short and wants to keep knees down longer on recovery.

Aagesen, stroke, has a long, regular and powerful stroke but at times swings over slightly.

American Co., S.V.C., Bow: see Andersen, Meyer's (bow).

2: does lots of hard work, but should sit up better.

3 and stroke: see American Junior International (No. 2 and No. 3).

Invitation Fours

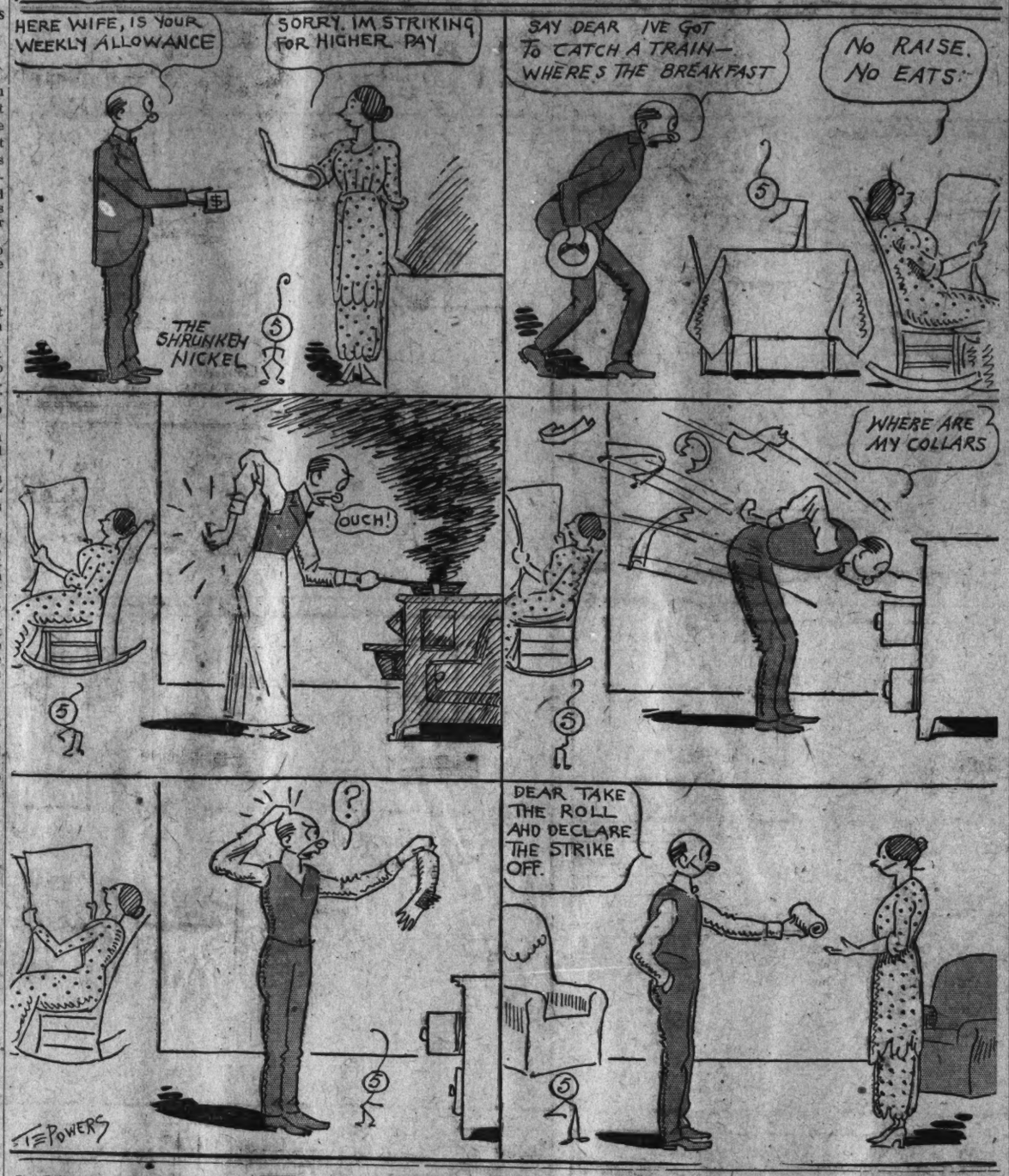
All three boats, houseboat "Moon," houseboat "Rhoda" and "Jiangdahs" are training hard. Jiangdahs are perhaps favorites.

Invitation Eights

Houseboat "Moon" and Ex-Fire Brigade boats are going as

(Continued on Page 3)

Direct Action At Home -:- By Tom Powers


HERE WIFE, IS YOUR WEEKLY ALLOWANCE
SORRY, IM STRIKING FOR HIGHER PAY
THE SHRUNKEN NICKEL
SAY DEAR IVE GOT TO CATCH A TRAIN— WHERES THE BREAKFAST
NO RAISE. NO EATS.
OUCH!
WHERE ARE MY COLLARS
DEAR TAKE THE ROLL AND DECLARE THE STRIKE OFF.
T. E. POWERS

J. GUDZAR WINNER OF HANBURY LAUREL

Annual Sports Held Before Large Crowd: Old Boys' Race To M. Seredkin

The Thomas Hanbury School for Boys held their annual sports meet at Hongkew Park on Saturday before a large gathering of spectators. The weather was ideal and with some good times made the youngsters had a right royal time of it.

At the conclusion of the sports Mrs. A. J. Stewart, wife of the popular headmaster, presented the prizes to the successful contestants.

The school championship was won by Y. Guzdar, M. Seredkin carried off the Old Boys' race winning comfortably from Emamooden.

The following is the summary:

50 yards Bantams (Handicap)—1, J. Anderson; 2, A. Phillips; 3, H. Turner.

75 yards Junior (Handicap)—1, B. Schwartz; 2, M. Josephi.

100 yards Seniors (School Championship)—1, E. Howe (12 1-5"); 2, A. Pheiffer.

Boot Race Bantams—1, J. Stephan; 2, I. Rodda; 3, Z. Levoff.

100 yards Juniors (Handicap)—1, B. Schwartz; 2, C. Porter.

220 yards Seniors (School Championship)—1, J. Stephan (25 3-5 sec.); 2, I. Rodda.

100 yards Junior Girls (Handicap)—1, A. Cock; 2, M. Lee; 3, V. Peach.

75 yards Bantams (Handicap)—1, J. Anderson; 2, H. Whittaker; 3, A. Phillips.

440 yards Seniors (Handicap)—1, A. Roxburgh; 2, Gurdip Singh; 3, T. Abe.

120 yards Juniors (Handicap)—1, B. Schwartz; 2, Porter.

Potato Race Bantams—1, G. Waller; 2, A. Symons; 3. B. Stephan.

High Jump (School Championship)—1, H. Lee; 2, J. Guzdar and A. Chan.

100 yards Old Boys (Handicap)—1, M. Siredkin; 2, T. Emamooden; 3, A. Maitland.

Long Jump (School Championship)—1, W. Way 2, Y. Kill.

120 yards Senior Girls (Handi-

(Continued on Page 3)

Sport, Stage And Song

By Domino

Rhymes Of The Times

The World is growing day by day,
And babies are increasing,
But where to live—it's hard to say—
For landlords are not leasing.
The war is won, the boys come home,
And profiteers just rob 'em
But strikes and fists
Or Bolshevists
Won't solve the Housing Problem.

* * *

America might say she's dry
But while she's got the raisin,
To put the pep in 'Near Beer'—why—
You still feel brave and brazen.
The temp'rance folk 'gainst Garner-Quelch
Hurl logic alcoholic
But I've a cinch
That just one inch
Of brandy cures the colic.

* * *

The North and South are going strong,
With talk that's strong and meaty,
And Wang says "Now we shan't be long
Before we see the Treaty;
The little Jap in To-ki-o
Has got a "Paper Scrappy"
Which Tang Shao-yi
Says 'I wont see'
And so nobody's happy,

* * *

Has anyone a house 'To Let'
With fittings and regalia,
This place is full—and now you 'GET'
Why Sammons seeks Australia.
Charles Darwent leaves us for Tientsin
McEuen goes a-roaming—
May rest from strife
Get Mac a wife
To cherish in the gloaming!

* * *

The Russian Opera Company is so good that despite the increase in prices it has filled the Lyceum Theater every night and everything points to a most successful season. The enthusiasm on the opening night and again on Friday night showed conclusively that a Shanghai audience knows a good thing when it hears it. Apart from the wonderful solo, chorus, and part singing, the orchestra is so excellent that it could draw a big house by itself.

The present company is likely to stay at its present abode for another fortnight, and if the demand then is still great enough for more, the Olympic will probably give the singers a home. The Lyceum Theater is booked up rather heavily for the rest of the season. The A.D.C. will produce a sparkling comedy entitled "Ann" somewhere about the middle of November. Half the cast will be absolutely new talent and from the way they shape in rehearsal it looks as if the playgoer will like them.

Court Cards Coming

Edgar Warwick who made his name with his 'Court Cards' takes the theater for the latter end of the month. Other bookings come from Reynolds Denniston's Comedy Company; Miss Marie Tempest's Company, the Frawley Musical Comedy Company, which is already working in America; and, as will be seen later on, Maurice Bandman has designs upon the Shanghai theaterite. The A.D.C. I hear also contemplates putting on another comedy and also a Gilbert and Sullivan comic opera. So well was The 'Gondoliers' received that the amateurs are well advised to again present a musical show.

* * *

Bandman In India

We have not heard much of Maurice E. Bandman for the last few years, and if it had not been for letters received from Compton Coutts (Grumpy) I should have thought that the Eastern impressario had gone out of business. As a matter of fact he has been touring his comedy company through India with varying success and now I have just heard from an old friend of mine, Carados of the Referee, that Bandman has been to England and has made arrangements to startle the East with touring companies that will take at least two years

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FRENCH CLUB WINS LOCAL TENNIS TITLE

Defeats Rest Of Shanghai By Three Sets To Two In Exciting Match

Tennis was keenly contested at the Cercle Sportif Francais yesterday afternoon when the French Club defeated the Rest of Shanghai in three of the five doubles matches.

With two games all, the second and third going to the French Club and the fourth and fifth to the Rest, the first couple was two sets all and three games all when the above matches were concluded. McEachran and George eventually won from Ollerdessen and Pott by seven to five thus sealing the issue of the contest in favor of the Cercle Sportif Francais.

The following are the detailed scores:

McEachran and George beat Ollerdessen and Pott: 2-6, 6-2, 7-5, 1-6, 7-5.

Elmore and Humphreys beat Tanaka and Okada: 6-0, 6-3, 6-0.

Toussaint and Knowles beat Leitao and Wade: 2-6, 6-2, 7-5, 6-4.

Wheen and Butchart lost to Phillips and Skinner Turner: 6-4, 4-6, 6-3, 0-6, 6-2.

Banister and Hargreaves lost to Norman and Gulick: 6-4, 6-2, 6-3.

The Cercle Sportif Francais as in former years expect to hold the annual open tournament during race week which falls on November 10, 11 and 12.

Tennis Finals At Chefoo

(China Press Correspondence)

Chefoo, October 14.—The final in the singles of the Gentlemen's Tennis Championship was played on Saturday afternoon before very few spectators. The attendance was indeed disappointing, or to be more correct a large number were disappointed on their arrival at the ground to find that the match had been played. Messrs. Cyril and Horace Smith, both excellent tennis exponents had reached the final. The game to decide who was the champion was scheduled for Saturday afternoon, but there was uncertainty as to the actual time of commencement. As both con-

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POLICE ELEVEN BEATS XAVIERS

Win From Collegians By 4-3 Score; S.F.C. Defeats Customs By Same Margin

WHIZZBANGS IN TRAINING

Football Season Well Under Way; Other Elevens To Show Next Saturday

With the Police beating St. Xavier's by a 4-3 score, the Shanghai Football Club barely winning from the Customs by the same score, and the Whizzbangs Probables taking a 7-1 game from the Possibles, the association football season got well under way yesterday afternoon. That the Police will be a big factor this year can be guessed by the early-season win over the crack St. Xavier's team. Knight is one of the most prominent additions that will make the Police strong.

Yesterday's showing by the Customs makes the team a possible champion in the second league. The eleven is one of the fastest outfits that ever wore the Customs colors.

The Whizzbangs game proved that the ex-soldiers will have at least one strong team, the one to enter the first league. The second league eleven must be strengthened.

More teams will show next week. The Recs first league team is to play the Football Club, the Navy and Whizzbangs clash, St. Xaviers will oppose the Football Club second eleven. Games will probably be arranged during the week that will give football followers an opportunity to see the Rangers, Police Seconds and Jewish Recreation Club in action.

S. F. C. Beats Customs

The Shanghai Football Club defeated the Customs Football Club in a scratch game yesterday afternoon at the S.F.C. ground by a score of 4-3.

The Football Club lost the toss and without the services of McLear at goal, had to face the sun. From the kick off play was what the game was called to be, scratchy, and with the club in the first half doing most of the pressing. From a good clearance by the Customs goalie and safe backing up by the halves, Ogden broke away and with a hot drive beat the S. F. C. goalie.

The kick off resulting from this goal brought forth more energy by the S. F. C. and Drake, in his usual thorough style, carried on by himself and tied the score. Twice before lemons the Football Club missed open goals. At the turn over the score was one all with most of the play favoring the S. F. C.

In the second half the S. F. C. was lucky in obtaining the services of Bertes, already well known for his capabilities between the sticks. Harris, who has made a welcome reappearance after four years of lying low, in the second half took up his old position in the forward line and as a result was able to put the homesters one up. At this stage the Customs pulled themselves together and for 15 minutes or more were very much in the aggressive until Ogden again was responsible beating Bertes from a scrimmage in front of goal. Tonkin had the misfortune to get his head in the way of this shot and the ball glancing off his bald pate found the corner of the net.

The Club had still some ginger left and Drake again made sure of putting the S. F. C. in the lead as the result of a good run down by Ratcliff who swung the ball to Brodie and a neat pass from Brodie.

Tommie Mellows, scored for the Customs but Brodie sealed the issue with only a minute to spare beating the Customs goalie with a high shot.

For the losers MacFarlane at center half, Davis in the back line and Ogden in the forward line were the pick.

Tonkin, Drake, Harris and Loonis all showed to advantage for the winners.

Mr. Gabbott, put in a welcome reappearance with the whistle to everyone's satisfaction.

Police 4, St. Xavier's 3

The Police were at home to the lads from St. Xavier's and by good combination and determined efforts, especially in the second half, won the match by four goals to three. The St. Xaviers were doing all the pressing in the first half and were the first to take the lead after thirty minutes of play. Elliot scoring from a scrimmage in goal. There were some very fine passes by the wing men and from one of these Macdonald was able to increase the lead for his side by a swift low shot which left the Police goalkeeper helpless. The teams crossed over with the St. Xaviers leading by two goals to nil.

On the resumption of play the Police at once took up the attack and were continually hovering round the St. Xaviers goal. Their first goal came from their inside right and as the result of a faulty clearance by the back a scrimmage took place in front of goal from

which the Police were able to level the score. The game at this stage became exciting and the Police supporters were loud in their cheers. When the game had lasted twenty minutes a penalty was given against the St. Xaviers. The center forward took the kick but Wilson brought off a good save.

The Police were eventually able to take the lead their center forward scoring with a shot that gave Wilson no chance. The St. Xaviers were however far from being down hearted and made some good efforts to score but were very unfortunate to miss the mark on two occasions, the two Gutierrez brothers failing to score when they had the goal at their mercy. They however kept up the pressure and were eventually rewarded by a goal through Gutierrez making the score again become level. With only another ten minutes to play it seemed certain that the game would end in a draw but the surprise came three minutes before the game ended when the Police inside right sent in a swift shot and Wilson being entirely unprepared for it was easily beaten. The game ended without further score.

Both teams were without a few of their regular players the St. Xaviers being without four of their regular men while the Police were without two. The game was very fast and at times a trifle rough. It was surprising the way St. Xaviers slackened down at the opening of the second half and it was equally surprising how the Police, whose combination in the first half was very poor took advantage of their opponents weakening and made such determined efforts which contributed largely to their victory.

It is hard to single out any individual player for special mention, all played a good game and generally worked hard except that at times there should have been more passing and less individual work. Mr. Fulton ably refereed the game.

Whizzbangs Play

The Whizzbangs Probables showed up well against the Possibles when yesterday on the Widow's Monument ground they beat them by seven to one. There was a marked improvement in the individual play of the Probables in comparison with their showing against the S. F. C. of last week but what is now wanted is team work.

The scorers yesterday were Begg 3, Falconer 2, Joseph and Ferris one apiece for the Probables while Hall scored the Possibles' only tally.

Capt. Falconer and Secretary R. R. Jones will do well to get their team out during the next two weeks before the league starts and get as much practice as possible to fit the players for their games with teams that have well known standing in Shanghai league football.

S. F. C. Meeting Postponed

Owing to unavoidable circumstances Hon. Sec. G. Craigie Ross of the Shanghai Football Club has had to postpone his annual general meeting of members from Monday to Tuesday, October 21 at 6:00 p.m. in the Shanghai Rowing Club's meeting room.

French Club Wins Local Tennis Title

(Continued from Page 2)

testants reached the ground together and well in advance of the usual time for playing, their idea being to get in a preliminary round or two with the marker, they decided to start in at once. The umpire being on the spot they commenced and even when the two sets were finished and Mr. Cyril Smith was the winner, there were few spectators watching. From then on till it was too late for tennis, fresh arrivals enquired whether the final had been played, while not a few came specially to see it and were obviously disappointed at finding it already concluded.

In the first set, Mr. Cyril Smith got home with a lead of two games out of the fourteen played, but in the second he had more of a walk-over. His opponent was obviously suffering from nerves. In the first set, however, he played splendidly and Mr. Cyril Smith was fortunate to win. It is thought that the cup will be presented one afternoon this week and at the same time Miss. Fritzie Smith will receive her prize for winning the singles in the Ladies' Tournament.

The Recreation Courts are still well attended. It is perhaps somewhat cool for tennis but a considerable number turn out each afternoon. Naturally the drawing in of the evenings, prevents those who are late at office from getting much of a game, but Wednesdays and especially Saturdays continue to be the great times. The whole six courts are occupied on these afternoons.

A feature of the tennis this season was the American Open Tournaments. They were arranged for two Saturday afternoons and were great successes. There is some talk of a third being arranged. It was a sight to watch the large number of couples playing against each other and then to try to get an idea of how the scores would work out. The method of having a secret handicap added interest while the serving of a delicious afternoon tea on each occasion added to the general delight.

Shanghai Races---Autumn Training

Saturday, October 18, 1919.

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter
Runaway Light ..	boy	43	1.21	1.58	2.41.3	3.20.3	3.58	4.32.1	5.05	*32.4
Carbon	boy	chipped in last mile								*32.4
Dancing Bird ...	boy	38.3	—	1.46.2	2.17.2	—	..	..	..	31
The Heron	WH	38.3	1.16.1	1.54	2.33.3	3.13	3.47.4	4.23	4.46	*31
White Fox	AVW	39.2	1.15.3	1.52	2.24	(last mile of 1½)	..	..	..	32
Castlewood	boy	40	1.17.2	1.57	2.33.2	3.06.2	3.38	—	..	31.3
Jomsborg	WGC	cantered one mile					..	..	..	*32.3
Kowloon	boy	33.2	1.15	1.56.3	2.32.2	3.04.3	..	..	..	32.1
Triumph	boy	37		1.48.4	2.20.2	(last mile whole time 2.52.1)				31.3
The Home Bird ..	JKB	38	1.13	1.45.2	2.18.2	last-mile	..	..	..	33
Beauty Sand	boy	39	—	1.49	2.20.3	last mile	..	..	..	31.3
Purity Dahlia	boy	38.1	1.17.3	1.54.1	2.29.3	3.03.4	(last 1¼)	..	..	*34.1
Scesaplana	GW	40.4	1.20	1.57	2.30.3	3.04.2	..	..	.. (sub)	33.4
Dumpling	boy	36.1	1.11.3	—	2.22.1	2.54.3	..	..	..	32.2
Pilgrim	SBMB	40	1.20.2	2.00.1	2.37	3.11.1	..	..	.. (sub)	34.1
The Oriole	WH	38.3	1.18	1.59.4	2.39.4	3.16.4	3.50.1	4.22.3	..	*32.2
Majuba	ESH	37.3	1.18.3	1.57.3	2.32	3.04.2	..	..	..	32.2
Co-insurance ...	boy				2.32	3.04	..	..	.. (sub)	—
Halloween	boy	38.1	1.15.4	1.54.1	2.37	—	3.55.2	4.27.4	(last 1¾)	32.2
Young Alf	boy	34	1.09.1	—	2.17.3	2.52.1	..	..	.. (sub)	34.3
Bydand	GW	39.3	1.16.2	1.49.3	2.21	(last mile)	..	..	..	31.2
Portobello	WGC	42.2	1.24.2	2.03	2.39.4	3.14.3	3.47.3	..	..	*33
Scala	boy						3.47	..	..	*32.2
Flying Star	AJPH	36	1.11	1.44	2.16.3		(last mile of 1¼)		..	32.)
Dunera	boy				2.16.3		..	..	..	*32.3
The Hawk	WH	38.2	1.18	1.54.1	2.26	2.58	..	..	..	*32
Possum	boy					2.58	..	..	..	*32
Wilson	boy	34.4	1.12		2.22	2.53.2	..	..	..	31.2
Silver Streak	boy	43.4	1.23	2.01.3	2.44	3.23.2	3.59.2	4.29.4	(last 1¾)	30.2
Le Rhin	DS	36.4	1.13.3	1.50.3	2.26.1	(last mile of 1¾, whole time 3.04)				*35.3
Westende	boy				2.26.1	..	..	..	..	*35.3
Albion Dahlia	CRB	35.4	1.11	1.50.1	2.28.2	3.04	3.38	..	..	34
Brilliant Dahlia ..	boy						..	..	..	34
Inniskilling	boy	38.3	1.16.1	1.53	2.28.3	3.01.3	..	..	.. (sub)	*33
The Cornerake ..	WH	39.4	1.19.3	1.58.2	2.32.2	3.02.4	..	..	..	*30
Torsk	boy	46.2	1.25	2.01	2.34.2		..	..	.. (sub)	33.2
Taotai	boy	45	1.22	1.58	2.30		..	..	.. (sub)	33.2
Ironsand	FV	35.1	1.11.2	1.48.1	2.23.2	2.56	3.28	..	..	32
Squeeze Play	SAS	42.2	1.25.4	2.07	2.43.2	3.17	..	..	..	33.3
Jumbo	boy	40	1.18	1.53	2.30.2		last mile	..	.. (sub)	37.2
Blue Devil	boy				2.29.2		last mile	..	.. (sub)	36.2
White Streak	JKB	41	1.20.1	1.59	2.36.3	3.11.4	3.44.3	..	..	32.4
Rob Roy	GG	41	1.19.4	1.56.1	2.31.2		..	..	..	*35.1
Plaything	boy	37	1.19	1.59	2.33	3.04.2	—	..	..	31.2
Soft Thing	SBMB	32	1.07	1.43	2.17	2.49.2	..	..	..	32.2
Sly Thing	SBMB	36.3	1.14	1.49			..	..	..	35
Victoria	boy	38	1.17	1.53	2.28.4	2.59.1	—	..	..	30.2
L'Aisne	DS					3.00.3	3.35	..	..	34.2
Castlesand	FV	37	1.11.4	1.48.1	2.22.1	2.55.2	3.30.2	..	..	35
Gulfsand	boy						3.31.1	..	..	35.4
All Black	boy	39.4	1.16.1	1.50	2.26.1		..	..	.. (sub)	36.1
All Red	GW						..	..	.. (sub)	36
Luckpenny	boy	40.1	1.19	1.53.4	2.26		..	..	.. (sub)	3
Windermere	GW	40	1.20	1.57.3	2.31.1	3.07.2	..	..	.. (sub)	
White Flyer	JKB	39.2	1.18	1.55.3	2.31.2	3.03.3	..	..	..	
Gladiator	CRB	39.1	1.18.2	1.58.4	2.36.3	3.11.1	3.43.1	..	..	
Mighty King	boy	40.2	1.21.4	2.00.1	2.35.2	3.08.3	..	..	..	
Midas	boy	39	1.19.3	2.03	2.43	3.13	..	..	..	3
Sept. Morn	boy	40	—	1.57.4	2.31.4	3.03.1	..	..	..	3
Durme	boy				2.36	3.09.3	..	..	.. (sub)	*3
Mountain King ..	CRB	35.3	1.10.4	1.47.2	2.24	3.00	3.33.2	4.04.3	..	31
Valley King	boy	chipped in last mile					..	..	..	31
Fighting King ...	CRB	37.2	1.11.4	1.47.4	2.30	3.09.1	3.41	4.13.3	..	32
Mafeking	boy				2.32		..	..	.. (sub)	—
Re-insurance ...	ESH				2.32		..	..	.. (sub)	—
Black Fox	boy	34.2	1.10.3	1.56	2.36	3.10	3.41.2	..	..	31.2
Golden Plume	WAD	40	1.24	1.57	2.37	3.08	—	..	..	31
Lightning Raider .	boy	47	1.31	2.07	2.45	3.17	..	..	.. (sub)	32
Red Fox	MOS					3.17	..	..	.. (sub)	32
Golden Fluff	WAD	40	1.18.1	1.54	2.27		..	..	.. (sub)	33
Flashy Thing	boy	39	1.20	1.57	2.31	3.04	..	..	.. (sub)	*33
Everything	boy	37.2	1.15.3	1.50	2.23		..	..	..	*33
Night Hawk	boy	33.1	1.09.2	1.44.4	2.19.2	2.51.4	..	..	..	32.2
Mazurek	boy	46	1.30.3	2.13.1	2.53.2	3.27	..	..	..	33.3
Leszek	boy						..	..	.. (sub)	33.3
Merrysand	boy	37			2.25	2.55	..	..	..	31
Aalborg	WGC	48	1.36	2.21.2	3.08	3.48.2	4.19.3	..	..	*31.1
Tuborg	boy						..	..	..	*31.1
Nigger Minstrel ..	boy	40	1.18	—	2.28.4	3.00	..	..	..	*31.1

*On the grass course.

Silver Streak, Oriole, Castlewood, Triumph, Night Hawk, Gladiator and Castlefield, Shanghai's veteran ponies, all went out for their usual training gallops yesterday morning and showed good form. Being about three weeks before the races, time was comparatively slow.

Among the Leger ponies, the Heron, piloted by Mr. William Hill went two miles on the grass course in 4:54 minutes, making the last quarter in 31 seconds and finishing strongly. With this performance and his excellent finish, it is hard to comprehend why this pony did not start for the Derby and if a mistake has been made it is hoped for the sake of his followers, it will not be repeated this autumn.

Mr. Pott's Leger candidates are in good fettle, and with the continued splendid supervision of their principal fanciers, should prove worthy competitors with the field stable for the main Autumn event. As regards the other Leger candidates, things may be considered "The Field." Among the griffins, the performances of White Flyer, the various "Things," Flinders, Red Garments and Pile Driver are especially remarkable.

Owners of the sub-griffins are still optimistic, but the probable winners will prove Scesaplana, Insmances, Young Alf, Divine, and Safeada. It is quite possible, however, that within the next week further names can be added to this list.

Appended are the times for the Saturday gallops:

Fall Outing Is Held By St. John's Alumni

The Shanghai Alumni Society of St. John's, together with wives and children of members, held its fall outing yesterday on the grounds of the University. Some 200 people participated in the games and contests.

The program opened at 2:30 p.m. with potato races, followed with "dry fishing" and a tug-o'war between married men and bachelors. The married men being much the heavier won two straight pulls.

Refreshments were served on the lawn towards the end of the afternoon by Dr. and Mrs. Hawks Pott. Mr. T. V. Soong, chairman of the Alumni Society, spoke a few introductory words and then presented Dr. Pott, the president of the school. Dr. Pott announced that November 15 has been set apart for the official celebration of the University's 40th anniversary. He expressed the hope that the old students of the school would take a big interest in the day.

Prizes to the winners in the various games were awarded.

FIRE IN LIQUOR SHOP

Ignition of vaporised alcohol was the cause of the origin of a small fire yesterday morning in a Chinese wine and spirit merchant's shop at 706 Broadway.

The alarm was turned in at 9 o'clock and firemen from the Hongkew Division responded. They found the outbreak already partly smothered with bedding and they completed the work by removing some of the floor boards.

It was in a room where flasks of spirits were filled and where an attempt had been made to solder some tins when the flash occurred

J. Gudzar Winner Of Hanbury Laurel

(Continued from Page 2)

cap)—1, A. Goldstein; 2, M. Lee; 3, A. Mandelhoff.

880 yards Senior (Handicap)—1, A. Roxburgh; 2, E. Howe; 3, K. Matsumoto.

440 yards Old Boys (Handicap)—1, Drairseldt; 2, J. Remedios; 3, T. Emamooden.

Boot Race Junior—1, K. Shaw.

Sack Race Bantams—1, J. Anderson; 2, Shar Singh; 3, Bhan Singh.

1 Mile (Handicap)—1, A. Rodda; 2, A. Parker; 3, L. Hiang; 4, A. Roxburgh.

Potato Race (Junior)—1, A. Parker.

120 yard Hurdles (School Championship)—1, Y. Kill (19 1-5 sec.); 2, Y. Guzdar.

Tug of War; Boys 1st Team—No. 1 (J. Guzdar, Capt.).

Sack Race Juniors 1st—A. Orden.

Relay Race, 1st Team—No. 1, Form VI.

Tug of War; Sikhs 1st Team—No. 1 (Kaysa Singh, Capt.).

Training Is Ended For Fall Regatta

(Continued from Page 2)

well as could be expected, but as no useful work can be done in Shanghai, owing to bad water, the crews are all far from perfect.

Meyer's getting sick may break up the S.V.C. Eight. This will be a great pity, if it is so, as the boat should have stood a good chance. Ex-Fire Brigade are probably favorites.

Junior Fours

Meyer is also rowing in one of the boats entered and if his boat has to scratch, owing to his getting sick, it will cut the race right out. A substitute may, however, be found in time.

RACES AT KIANGWAN

Entries are being received by Mr. Y. S. Day, secretary of the International Recreation Club, for the 58th meeting, Kiangwan races, Saturday, November 1. It is announced that the first saddling on that day will ring at 1:15 p.m. sharp.

Refracting and Manufacturing Optic Lenses

Dr. John Goddard Optician

Invisible Bifocals

Sun Glasses in Various Shades

W. T. Findley, M.D.

36 Nanking Road, Tel. 1928

Sport, Stage And Song

(Continued from Page 2)

to occupy all the theaters that Maurice is going to control.

Here is what Carados has to say about the Oriental Theater Magnate. By the way you will see that Bandman himself has also much to say and his plans are big enough to frighten all comers off the theatrical firmament:

* * *

Mr. Maurice E. Bandman, newly returned from the Far East has related to me some very interesting remarks concerning his doings during his latest two years play-presenting pilgrimage in those Oriental places, together with an outline of his plans for further work out there when he returns thereto in the course of the next few months. Mr. Bandman is proud of the fact that, thanks to a series of performances—including "Command" ones—at Cairo, Simla, Peking, Tokio, etc., he not only was useful in spreading propaganda by means of a remarkable film presentation of the Battle of the Somme, but also in raising £11,000 for War Charities.

These Eastern globe-trotting Bandman Companies presented all sorts of London successes—comedies, musical plays, revues, and variety shows, and pictures—all through Egypt, Syria, India, China and Japan. For the next campaign Mr. Bandman and certain other impressarios with whom he is concerned will build new theaters at Port Said, etc. The one at Port Said will be a splendid affair on the banks of the Canal and facing the P. and O. quarters. It will be run in conjunction with the firm's theaters in Cairo, Alexandria, Calcutta, and Bombay. The Calcutta house, the Empire, is a fine building strongly resembling our Gaiety, and is run in connection with Excelsior Theater, Bombay.

The Calcutta Empire is said to be one of the finest and largest in all Asia. It has a stage designed by Frank Matcham, and is an exact replica of that at our His Majesty's. Also six hundred stalls, twenty-eight boxes, and a big dress circle and gallery. The theater is enclosed in a double shell to keep it cool, and, moreover, all around are marvellous gardens shaded from the heat. "Yet when I first went to the East twenty years ago," said Mr. Bandman, "all these places, if they had a theater at all, had a little corrugated iron affair. Now we (my firm) and others, including my partner, Chevalier Dalbagni—rule these big Indian theaters from my headquarters in Cairo."

* * *

At Cairo three theaters are run by Bandman and Co. namely, the Empire, the Kursaal, and the Piccadilly. The last-named is more of a variety house, plus cinema. They also run the Alhambra, and Alexandria, and will presently control other new theaters of their own at Constantinople, Haifa, Beyrut, Damascus, Aleppo, Jaffa, and Jerusalem, with associated theaters at Rangoon, Singapore, the Straits Settlements, Shanghai, and Hongkong. "We can then," added Mr. Bandman, "offer two years' solid tour through the East; that is to say, right along from Gibraltar to Japan. And let me tell you that the Imperial Theater, Tokio is absolutely the finest theater in the world. It has every modern improvement both as regards stage and auditorium, including electrically-worked brushes which wipe your feet as you go in, to prevent spoiling the wonderful carpet. It also includes a vast hotel, several restaurants, bathrooms, and stores of all kinds; and the Japanese come there and stop all day long, shopping, eating, bathing, and playgoing."

The plays which will travel on the next Bandman Oriental tour include "Chu Chin Chow," "Going Up," "Oh, Joy!" "The Lilac Domino," "Kissing Time," "The Maid of the Mountains," "The Boy," "Caesar's Wife," "Scandal," "Arlette," "You Never Know, Y'Know," "Yes, Uncle!" "Nothing But the Truth," "Fair and Warmer," "Romance," "Mr. Wu," and the next new Adelphi and Gaiety pieces. Also Mr. Bandman will take along a big Italian opera company. The leading lady for the next Bandman dramas and comedies is Miss Marga la Rubia. Miss Marie Tempest will presently be on her way, via South Africa, to star with the Bandman Company through India.

* * *

Frank Wilcox who came out as Frawley's leading man after Mortimer left the company wrote me last week and had many interesting things to say about the big theatrical strike. He says that he had the honor to be one of the Strike-Breakers when he took a leading role in Chicago in the new play 'In the Hiring Line.' In his opinion the strike was badly managed and in consequence many actors would take no active part in it, and one of the results is a bitterness that will take a long time to heal.

* * *

Gus Forbes of "It Pays To Advertise" fame is in New York and does not intend to do any more work for a while. He has been buying a couple of motor cars and furnishing up a nice new home. No sir, he is not doing all this on the money he made on his Eastern tour, but somebody or other remembered him when they were leaving this wicked world, and all the dollars that the somebody had gathered are now in the keeping of Gus. He is very happy, and although America is dry he says that it is always possible to quench the thirst in something that looks like ginger ale.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 5/- (cups) MARTIN, Chemist, SOUTHAMPTON ENG.

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London

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE) **ZAHKOU TO SHANGHAI NORTH—"UP"**

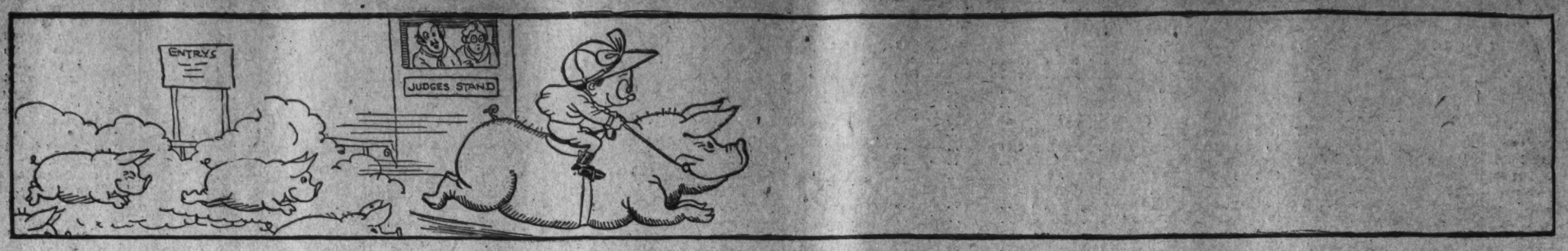
STATIONS		Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North	dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield	dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei	dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction	dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South	*dep.*	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction	*dep.*	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sungkiang	dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashi	dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kading	dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehzah	dep.	8.45	11.05	12.16	15.50	....	17.53	....	....
Changan	dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow	dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou	arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS		Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou	dep.	....	....	6.30	7.55	....	9.20	14.10	15.20
Hangchow	dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan	dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehzah	dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing	dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai	dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sungkiang	dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction	*dep.*	*8.18*	*10.36*	*11.36*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South	*arr.*	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction	dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Siccawei	dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield	dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North	arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) **ZAHKOU TO KONZENCHIAO**

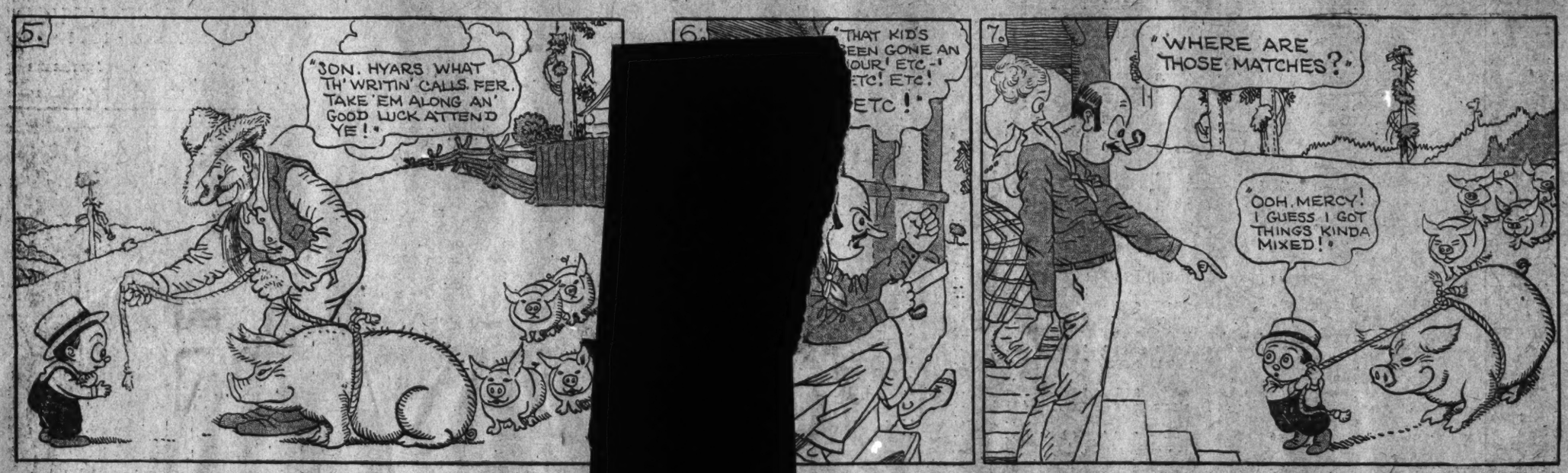
Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao..	arr.	7.55	11.10	13.10	15.25	18.20	19.40

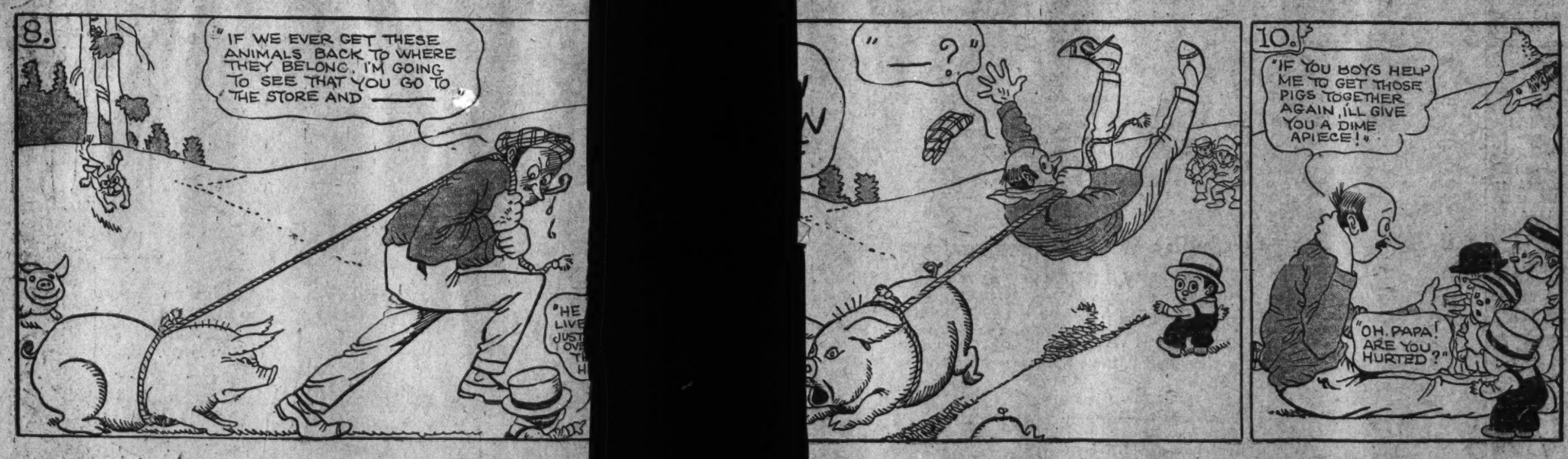
R. Restaurant Car.

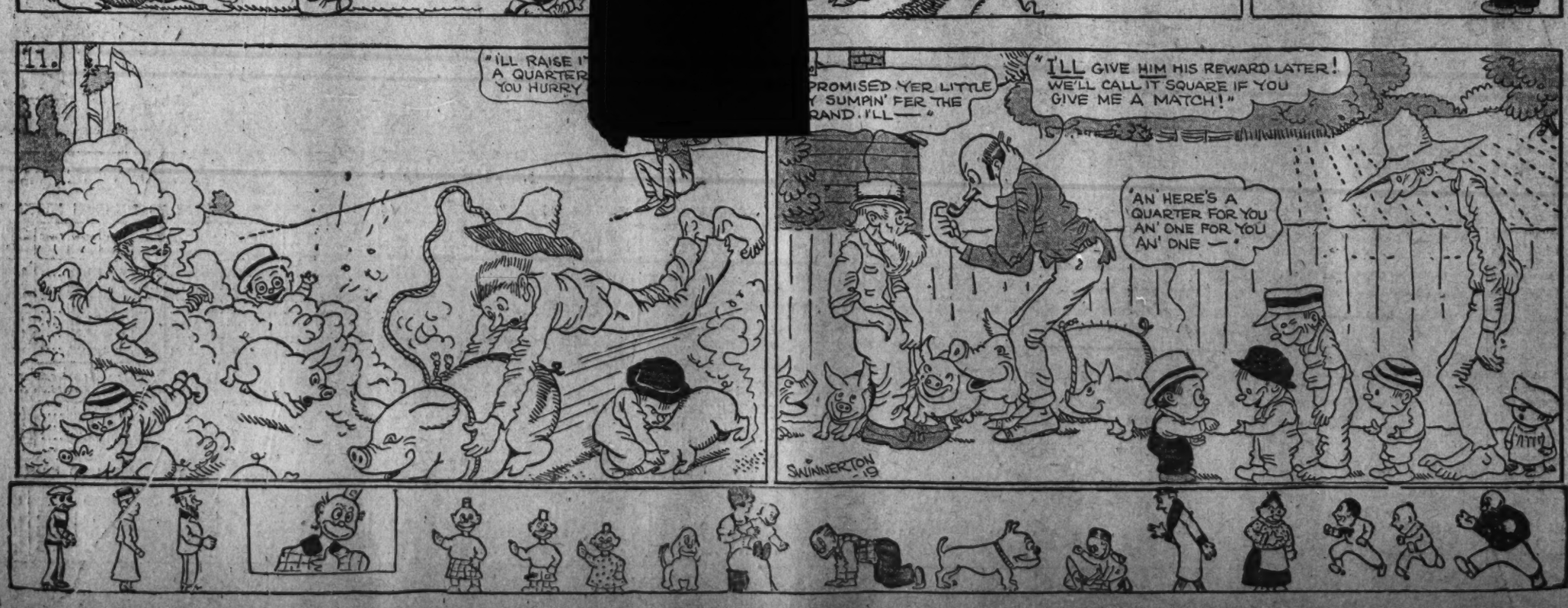


Little Jimmy

1.
"AND DO HURRY JIMMY! PAPA'S SUCH A GROUCH WHEN HE WANTS HIS SMOKE!"
"JIMMY I WANT A MATCH AND I CAN'T FIND A SINGLE ONE PLEASE KITE DOWN TO THE VILLAGE STORE AND GET ME A BOX."
2.
"Box O'MATCHES Box O'MATCHES Box O'MATCHES"
3.
"HI THAR SONNY! WAIT A MINUTE!"
"Box O'—"
4.
"EF YE TAKE THIS ROPE AN NOTE AN' BRING BACK WHAT IT CALLS FOR FRUM THET HOUSE ON YENDER HILL, I'LL GIVE YE SUMPIN PRETTY FINE!"


5.
"SON. HYARS WHAT TH' WRITIN' CALLS FER. TAKE 'EM ALONG AN' GOOD LUCK ATTEND YE!"
6.
"THAT KID'S BEEN GONE AN HOUR! ETC-! ETC! ETC!
ETC!
7.
"WHERE ARE THOSE MATCHES?"
"OOH. MERCY! I GUESS I GOT THINGS KINDA MIXED!"


8.
"IF WE EVER GET THESE ANIMALS BACK TO WHERE THEY BELONG, I'M GOING TO SEE THAT YOU GO TO THE STORE AND ——"
"HE LIVE JUST OVE TH H
"—?"
10.
"IF YOU BOYS HELP ME TO GET THOSE PIGS TOGETHER AGAIN, I'LL GIVE YOU A DIME APIECE!"
"OH. PAPA! ARE YOU HURTED?"


11.
"I'LL RAISE I" A QUARTER YOU HURRY
PROMISED YER LITTLE Y SUMPIN' FER THE RAND. I'LL——"
"I'LL GIVE HIM HIS REWARD LATER! WE'LL CALL IT SQUARE IF YOU GIVE ME A MATCH!"
'AN' HERE'S A QUARTER FOR YOU AN' ONE FOR YOU AN' ONE——"
SWINNERTON '19